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"West, Nor' West"

A History of Alberta

By J. W. HORAN

Author of

"SONGS OF THE NORTH"

and

"ON THE SIDE OF THE LAW"

—::—

Dedicated to the Children of the Pioneers.

—::—

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CONTENTS

INDEX

Foreword

Introduction

Alberta	1
Government	9
Discovery and Exploration	12
Law and Order—N.W.M.P.	20
Alberta Provincial Police	29
Blackfeet Treaty	34
Education and Religion—	
Roman Catholic	42
Methodist	47
Anglican	51
Presbyterian	54
Baptist	59
General Education	63
Agriculture	71
J. K. Cornwall's Contribution to Alberta—	
Part 1	79
Part 2	84
Natural Resources	91
Coal	94
Oil	99
Natural Gas	103
Bituminous Sands	107
Salt	113
Lumber	114
Fish and Fur	117
Clay and Clay Products	121
Immigration	123
Buffalo	132
Health and Hospitals	137
Transportation	144
Gems from Alberta's History	154
Appendix: Alberta Act	177



INDEX

—A—		Page			Page
Aberhart, Hon. W.		11	Brett, R. E.		5
Aker, D.	4,	23	Brintnell, L.	150,	153
Aldridge, W.		99	Brisbois, Inspector		24
Allen, Dr.		114	Brown, Miss E.		52
Alger, C.		60	Brown "Kootenaie"	18, 76,	99
Allison, D.		75	Brownlee, Hon. J.	11, 91,	92
Alloway, C.		133	Browning, A. G.	29,	30
Andre, Father		137	Buchanan, W. A.		5
Armstrong, Mrs.		75	Burbridge, M.		149
Arnott, D.		57	Burel, S.		145
Ashen, J.	69,	159	Burns, P.		176
Atkinson, Rev. W. L.		57	Bulyea, G. A.		6
—B—			—C—		
Bagley, Major		154	Caer, Father		157
Baird, Dr. A. B.	55, 56,	66	Cameron, Deacon		60
Baker, Hon. P.		68	Card, Bishop		125
Baker, I. G. Co.	19, 34, 58, 145,	157	Cawsey, J.		32
Ball, M.		100	Cayley, H. S.		5
Banting, Dr.		60	Cheadle, Dr.		18
Barber, J.		146	Christie, Chief Factor		44
Barr, B.	164, 165, 166, 167,	168	Christie, J.		73
Barr, R.	164, 165, 166, 167,	168	Christianson, Mr. G.		59
Barrett, Miss E.		50	Clark, W.		121
Bavin, Inspector		33	Clover, T.		158
Beals, Mrs.		61	Cobbett, Dr. C. N.		139
Beardy, Rev. J.		51	Cochrane, Senator		74
Beaudry, Father		169	Collip, Dr. J. B.		70
Becker, C.		149	Cornwall, Col. J. K.	78 to	90
Bedson, Col. S.		134		135, 146	
Belcher, Lieut.-Col.		20	Cost, E.		105
Bell, J.	73, 75		Costello, J. W.	65,	66
Bellamy, Mr. and Mrs.	59, 60,	61	Cousins, W.		159
Berry, M.		150	Cowell, J. H.		7
Best, Dr.		70	Coyle, G. N.		97
Betts, Rev. Mr.		58	Cuddy, A.		30
Bird, J.		42	Cunningham, Rev. C.		54
Bird, W.		159	Cushing, Hon. W. C.		7
Blais, A.		5	Cushing, W. H.		115
Blanchett, Father		42	Cross, Hon. C.		6
Booher, V.		32	—D—		
Borden, Sir R.	91, 92		Daignault, D.		159
Bone & Pearse		76	Dawson, G. M.		110
Bompas, Bishop	51, 172,	173	de Smet, Father	17,	176
Bosworth, Dr.	86,	87	dé Veber, Hon. L. G.		7
Bourne, Rev. H. J.		52	de Verrey, Mr.		63
Bourassa, Father		42	Demers, Father		111
Boyer, M.		15	Dewdney, Lieut. Gov.		5
Boyle, Viscount		5	Dickens, P.	150,	151
Bragg, G. T.		173	Doucet, Father	46,	64
Braithwaite, Dr.		160	Douglas, H.		56
Brazeau, Interpreter		155	Douglas, J. S.		65
Bredin, F. W.		83	Dowling, Miss		65

	Page
Dowling, Dr. D. B.	104
Draper, T.	108, 109
Drumheller, S.	97
Duncan, Inspector	33
Dunn, J.	73

—E—

Edwards, B.	85
Eggleston, C.	64
Elder, W.	104
Ells, S. C.	108
Ellis, Dr.	102
Eshelman, Mr. and Mrs.	59
Estler, Dr. A.	58
Evans, Rev. J.	47

—F—

Faroud, Father	44
Farrell, C.	150
Fidler, P.	107
Field, Pilot	150
Findlay, Hon. W. T.	7, 138
Findlay, J.	15
Fisher, C. W.	7
Fitzgerald, J. C.	53
Fitzsimmons, R. C.	110, 111, 112
Fleming, S.	18
Found, M.	153
Fraser, C.	159
Fraser, Rev. Mr.	58
Fraser, Mr.	95
Freeman, Rev. C. B.	62
French, Lieut.-Col. J. A.	19, 23
Fulton, Dr.	58
Fulton, Mr.	95

—G—

Gagnon, G.	158
Gainer, Mrs. J.	60, 61
Galitzine, Princess	150
Galitzine, Prince	150
Galt, Sir A.	96
Galt, E. J.	96
Gardiner, Mrs.	61
Garneau, L.	159
Geddes, J.	53
Gilbert, W.	150, 151
Goggins, Dr.	67
Glendennan, Dr. A. E.	138
Grant, Rev. A.	59
Gray, Rev. H. A.	54
Grayburn, Constable	23
Greenfield, Hon. H.	11, 92
Gregg, J.	96
Griesbach, Maj.-Gen.	6, 20, 96
Groat, M.	44, 46, 53
Goodridge, Mrs. J.	55
Gouge, J.	97
Grandin, Bishop	46, 47, 137, 156, 171, 174

	Page
Gullion, J.	158
Gullion, G.	158

—H—

Hammerstein, Count von	109
Hamilton, J. C.	63
Hancock, Supt. W. F. W.	33
Hardisty, Chief Factor	34
Hardisty, Mrs. E.	48
Harkin, J.	109
Harmer, W. J.	5
Harris, J.	63
Haultain, F. W. G.	5, 6
Hearne, S.	14, 78
Healy, E.	77
Hector, J.	18, 124
Henderson, Mrs.	55
Hendry, A.	12, 94, 132, 144
Herdman, Rev. J. C.	58
Herron, J.	73
Herchmer, Commissioner	27
Hill, A. S.	75
Hinton, W. P.	110
Hoadley, Hon. G.	91
Hogg, S. J.	5
Horan, D.	156
Horetzsky, Mr.	18
Horner, V.	148, 149
Hutchings, A.	55
Hunter, Rev. J.	51
Humberstone, Mr.	95
Hyde, B.	75

—I—

Irvine, Commissioner	27
Irving, Dr. L. E. W.	138, 139

—J—

Jackson, F. W.	63
James, S.	61
Jarrett, S.	65
Jarrett, W.	115
Jarvis, Supt.	22, 23
Jones, R.	172

—K—

Kah-Kee-Sec-Koo-Chin	154, 155
Keast, Miss H. M.	64
Keele, J.	89
Kennedy, Mr. and Mrs. J.	60
Kennedy, M.	151, 153
King, Mr. and Mrs. E.	59
King, G. C.	49
King, H.	98
Kirby, Rev. G. W.	50
Knight, J.	125
Knight, R.	125
Knight, W.	125
Kubicek, Pilot	150

—L—

	Page
Labelle, Constable	23
Labine, G.	150
Lacombe, Father.....	17, 18; 39 to 45; 49, 63, 66, 71, 115, 137, 157
Lafferty, Dr. J. D.	139
Larose & Bell	164, 165
Laroque, Mr.	165, 166
Lawrence, S.	116
Laird, Lieut. Gov.	37, 40
Lapointe, Hon. E.	91, 92
Lake, Sgt.-Maj.	53
Lasandra, M. F.	32
Latham, Lord	74
Lauder, J. D.	5
Laurier, Sir W.	91, 129, 134
Lawson, S.	32
Leduc, Father	154
Lee, T.	73
Legare, J.	27
L'Estranc, Father	66
Lindsay, Dr.	53
Lineham, J.	5, 101, 102
Lord, G. S.	68
Lorne, Marquis of	1
Lowes, F.	85
Louis, Father	169, 170, 171
Little, A. D.	102
Little & Sons	121
Lloyd, Bishop	127

—M—

May, C.	148
May, W.	148, 149, 151
Macartney-Wilson, Rev. J.	58
MacDonnell, A. E. C.	30
Macdonald, Sir J. A.	5
Mackay, A.	15, 16
Mackenzie, A.	1, 15, 16, 78 84, 94, 107
Mackenzie King, Hon. W. L.	92
Mackenzie, D. S.	65
MacLeod, Lieut.-Col. J.	19 to 26; 34, 47, 40
Macoun, J.	18, 98
Marcel	161, 162, 163, 164
Marshall, W. B.	159
Marstom, Inspector	33
Manson, R.	60
Manning, Hon. E. C.	11
Matheson, Rev. Mr.	52
Mattonabee, Chief	14
Maunsell, E.	73, 74
McCauley, M.	63, 72, 159
McConachie, G.	150, 151, 153
McClave, J. M.	108
McDonald, Rev. A.	60

Page

McDonald, Rev. A. M.	62
McDonald, James	55
McDonald, John	159
McDougall, D.	48, 73
McDougall, Rev. G.	18, 19, 34; 47 to 51, 132
McDougall, Rev. J.	18, 19, 34; 47 to 51; 66, 132
McDougall, J. A.	56
McKay, Rev. G.	51
McKay, Hon. J.	134
McKay, H.	55
McLaren, G.	151, 153
McLean, Bishop	47, 53
McLean, Rev. J.	66
McLeod, D'A	153
McLeod, M.	56
McMillan, S.	151
McMullen, A.	150
McNally, G. F.	65
McNeill, Rev. J.	62
McPhaden, J.	69, 159
McQueen, Dr. D. G.	54, 57, 66, 67
McWilliams, Rev. A.	58
Mellick, Rev. H. G.	60
Meighan, Hon. A.	92
Mewburn, Dr. F. H.	139
Michener, E.	6
Miller, J.	73
Milligan, Dr.	56
Milton, Lord	18
Mitchell, Rev. Mr.	60
Morris, J.	172, 173, 174, 175
Moir, S.	153
Muldren, Rev. J. S.	57
Murphy-Neal Co.	37

—N—

Nesbitt, Rev. G.	58
Newson, Asst. Commissioner.....	33
Newton, Rev. W.	53
Nicholson, J. D.	33, 56, 133

—O—

Oakes, "Doc"	150
Oliver, Hon. F.	5, 45, 63, 67, 159, 160
Osmand, Mrs. A.	55
Olson, O.	162
Owens, R. B.	139

—P—

Pablo, M.	134
Palliser, Capt. J.	18, 124
Parker, Sgt. B.	73
Paske-Smith, Rev. E.	53
Pawlowski, P.	131
Patterson, Rev. F. W.	62
Patterson, B.	73, 74, 75

FOREWORD

In my humble opinion, "West Nor'West, a History of Alberta" is a work of considerable value, something which we have needed for a long time as a text book for consultation and general information. Through the kind co-operation of numerous obliging citizens of our province, I have succeeded in including practically everything that is needed—history, religion, education, evolution of law and order, farming, mining, industry and gradual development.

It is my sincere desire that this book of Alberta's history will prove beneficial to the teachers and scholars of our schools.

J. W. HORAN.



INTRODUCTION

It is my intention to acquaint the reader with the Province of Alberta, its history, its pioneers, its progress, and, above all, its opportunities.

Very few of you realize that only yesterday the mighty buffalo grazed in your pasture, the fearless Indian brave and his comely squaw lodged in your own back yard, the Christian missionary preached the word of God beneath yonder trees, and the Mounted Police, in their scarlet tunics, chased the whiskey runner across your fields. But that was yesterday; things are much different today.

Cattle and horses have replaced the buffalo, beautiful homes have been built where the teepee stood, the missionary has built a magnificent church, and law and order reign supreme.

If anyone should ask me to name the five persons who contributed most to the history of Alberta, I should, without hesitation, say: Father Lacombe, the Rev. John McDougall, Commissioner Macleod, the Hon. Frank Oliver, and Col. J. K. Cornwall (Peace River Jim).

Father Lacombe, because of his religious, educational, agricultural and industrial enterprise; the Rev. John McDougall for his pioneer spirit, his mastery of organization and his contribution to the development of our cities; Commissioner Macleod for his fearlessness, his technical skill, and the part he played in the Blackfeet Treaty; the Hon. Frank Oliver for his statesmanship, his contribution to education and settlement; and "Peace River Jim" for his pioneer work in the Peace River country and the Norman oil fields.

Many more have played a prominent part in the history of Alberta. In the following chapters I will endeavor to illustrate the activities of these persons; but, first of all, I wish to thank J. D. Nicholson, Ex-Staff Sergeant, R.C.M.P., Ex-Assistant Superintendent, Alberta Provincial Police; Col. J. K. Corn-

wall; the Department of the Interior; the Department of Lands and Mines; the Department of Education; the Department of Agriculture; the Department of Trade and Industry, Alberta; Mr. Andison, Clerk of the Legislative Assembly, Alberta, the various religious organizations, and the Hudson's Bay Company. Chapters in this book have been carefully examined by the above mentioned parties, and the result of these examinations verify the authenticity of the material.

Also, I wish to extend my most grateful thanks to the Royal Canadian Mounted Police, the Calgary Herald, and the Edmonton Journal for permission to copy from their publications.

Special thanks is due to Dr. Malcolm Bow of the Department of Health, Alberta; Mr. J. L. Irwin, Supervisor of Publications, Alberta, and Mr. Alan Turner. Without the assistance of these persons and organizations, this book of Alberta's history could not have been possible.

J. W. HORAN.

ALBERTA

In the shadows of the towering peaks of the majestic Rockies, lies the Land of the Hills—Alberta—young as a Province, but rich in a wealth of romantic folklore unsurpassed in Canadian History.

Unfortunately, few historical records have been preserved. History and romance go hand-in-hand. It is, therefore, impossible for anyone to delve into the past and refrain from mentioning the pioneers who carved this land of promise out of the wilderness.

Many and varied were these pioneers. Among them we have: explorer, missionary, trader, smuggler and scarlet-coated policeman, each and all, worthy contributors to this historical review. To these men we owe a great debt.

Alberta, we should remember, has not always been a Province. Prior to 1905, it was part of the North-West Territories and, as such, was under the jurisdiction of the Federal Government.

It covers an area of 163,383,400 acres, of which, approximately, 1,510,000 acres are water. It lies between Saskatchewan on the east and British Columbia on the west; the international boundary—the 49th parallel—is the southern boundary, and the 60th parallel the northern. The British North America Act with its several amendments cover the Province. In 1930, all public lands within its boundaries became the property of the Province.

Alberta, and all that is connected with it, is romantic. Peter Pond, on his first visit into the Athabaskan country, discovered that Athabaska—the Land of the Hills—was a country of great promise. Alexander Mackenzie and other explorers agreed with him. We of today are in accordance also.

For many years, the northern part of what is now known as Alberta was called Athabaska. When the Marquis of Lorne became Governor General of Canada, he advocated that the name be changed to Alberta, that being the name of his beautiful wife, Princess Louise Caroline Alberta, the daughter of Queen Victoria. Many objected to this, but to no avail.

Centuries before the first white men came into the West, the various Indian tribes had their own Councils, and admin-

istered their own form of government. But, when the white man came, all this was changed. A new form of administration came into being, and the Indian was the beneficiary. Missions and schools were established, and the steps of progress marched towards Canada's last frontier.

The Indians were encouraged to hunt and trap the valuable fur-bearing animals, so abundant in the forests and the foothills, and to kill the mighty buffalo, which roamed the prairies. In exchange for their labors, they were given weapons of the white man, and were introduced to the white man's luxuries—tea, flour, and whiskey.

In the early 60's, the practice of trading whiskey was discontinued in all Hudson's Bay Company's posts; and, for a short period, the North-West was teetotal.

American adventurers and traders soon took advantage of this, and began smuggling wagon-loads of whiskey into the country. They came in from Fort Benton, Montana, in 1865, and established posts in the southern part of what is now Alberta.

Wending their way through a domain infested with warlike tribes of savage Indians, they eventually arrived at the junction of the Belly and St. Mary's rivers, where they opened their first post, which they named Fort Whoop-Up. This name was suggested by the warning advice given them by a friend at Fort Benton: "Be careful and don't let the Indians whoop you up."

It was not long before these traders had branched out and established more posts at Willow Creek, Fort Kipp, and High River. The Indian name for High River was Spitzee, meaning "High Trees Beside the River". So the original name of the thriving little town of High River was Fort Spitzee.

Whiskey flowed freely at these establishments, and one could always find drink-crazed braves and their comely squaws begging for the white man's fire-water. One good buffalo hide was traded for one cup of diluted whiskey, and a good fleet-footed horse was worth three gallons of undiluted whiskey or rum. Often the Indians traded everything they possessed to the unscrupulous traders. When they had nothing

more to trade, they were driven away from the posts, only to return and violently demand more and more for nothing.

A drunken Indian is a tough person to contend with, and the trading posts were the scenes of many a brutal murder, of both white men and Indians. The Indians raided the posts and robbed them continually; and the traders, for protection, recruited a cosmopolitan crew of the most vicious desperadoes they could muster, and made headquarters for them at Fort Spitzee. These men were nicknamed “The Spitzee Police”. However, they soon disagreed with their employers and opened trading posts of their own.

In trading with the Indians, they were more ruthless than the regular traders and reverted to robbing the others’ trains.



INSIDE FORT EDMONTON—1884

They traded whiskey for wolf skins; and, when the Indians did not bring them enough skins, they became alarmed and hunted the wolves themselves. But their method of hunting differed from the Indian’s. Instead of shooting or trapping the wolves, they poisoned them with strychnine, which they placed on newly slaughtered buffalo. Because of this practice, they became known as the Wolfers.

The wolfers had a venomous hatred for the Indian, and, in turn, were despised by everyone. Very little good has ever been said about them. Robbery, murder, torture were crimes that could be, and were, attributed to them. The heathen

Indian was encouraged to drink and to fight with his friends and neighbors; and the West was the scene of many a bloody battle, caused by nothing but whiskey.

To climax their operations, the wolfers, while under the influence of their own whiskey, fell upon a peaceful band of Assinaboias in the Cypress Hills and slaughtered them all—men, women and children. Not satisfied with this fiendish massacre, they mutilated the bodies.

News of this outrage soon reached the Dominion authorities; and they, upon the advice of Donald A. Smith (afterwards Lord Strathcona) passed the bill which authorized the establishment of a semi-military police force—The North-West Mounted Police.

The Indian welcomed the coming of the Mounted Police, but the wolfers and the whiskey traders did not; they fled the country, and, when the Police arrived at Fort Whoop-Up, they found that the only resident was an American, Dave Aker.

For a short time, the smugglers sneaked across the border to trade among the Indians, but the police soon put a stop to that and made examples of all that were caught. The whiskey was spilled on the ground, and the buffalo hides and wolf skins were confiscated. This treatment won the respect of many of the Indian Chiefs, and they became very friendly with the police, who introduced a new form of government under which all men, of all colors and creeds, were treated alike.

In 1882, a Territorial Government, with jurisdiction over all territory between the western boundary of Manitoba and the eastern boundary of British Columbia, came into being. At first, the administration of this Government was perfect in every detail. But the West was being settled at such an alarming speed that, when the Hon. Thomas White (then Minister of the Interior) visited the West in 1885, he was showered with petitions praying for reforms, representation in the Federal Government, and control of Public Lands. These were forwarded to Ottawa, and were the theme of many debates in the Federal Parliament.

Elections for the Territorial Council were held that year, and the successful candidates were:

Calgary—J. D. Lauder, 232; H. S. Cayley, 206.

Edmonton—H. C. Wilson, M.D., 120; Frank Oliver, 111.

Macleod—Richard Henry Viscount Boyle, 130;

S. J. Hogg, 67.

Following the elections, the sessions of the Council were officially opened on November 5th by Lieutenant Governor Dewdney. Reports submitted at these sittings indicated that the West was growing very restless. Accordingly a number of requests in the form of a memorial were dispatched to Ottawa. When the Council met again in 1886, they were informed that of the twenty-seven requests in the memorial, seventeen had been granted.

Assiniboia had been given two representatives in the Federal Government, and Alberta and Saskatchewan, one each. These combined districts had also been given two senators. The power of direct taxation within the territories was granted, a Court of Appeal was established, and the Lieutenant-Governor-in-Council was empowered with more direct authority. Before the sessions closed, it was agreed that two more requests be made to the Dominion Government—that bona-fide residents of the North-West Territories be given manhood suffrage, and that the Territories be given the ballot in Federal elections.

A General Election was held in 1887, and Sir John A. Macdonald and his Conservatives were re-elected. A qualified measure of responsible government was granted to the North-West Territories by the Dominion Government, and the Legislative Assembly of the Territories was created. At the election for this assembly, Thomas Tweed, Medicine Hat; F. W. G. Haultain, Macleod; John Lineham and Hugh S. Cayley, Calgary; Robert E. Brett, H. C. Wilson and Frank Oliver, Edmonton, were the successful candidates.

From 1882 to 1905, the North-West Territories were represented in the Senate by two members. As the population increased, however, representation also increased; and from 1915 to the present (1944), Alberta has been fortunate enough to be allowed six senators. Today they are: Aristide Blais, St. Albert; W. A. Buchanan, Lethbridge; W. J. Harmer, Edmonton;

Major-General W. A. Griesbach, Edmonton; D. Riley, High River; and E. Michener, Red Deer.

Towards the end of the nineteenth century, provincial autonomy was the topic of almost every conversation. Settlers were flocking into the west in order to share the wealth and opportunities of the new country. The Canadian Pacific Railway had reached central Alberta. New mines were being opened in the foothills and the mountains, sawmills were being operated at various points west of Calgary, and it had been proved that the fertility of Alberta's soil was second to none in the entire Dominion.

At a joint meeting between the Calgary City Council, the Calgary Board of Trade, and the Provincial Autonomy Committee, held at Calgary in the spring of 1896, it was strongly advocated that Alberta should become a Province and, as such, handle her own affairs, as she was quite capable of doing. When the Federal Parliament were notified of this meeting and its decisions, they were not the least surprised. They had heard many rumors about autonomy, and further talk did not impress them. But the Calgary people were not idle. Petitions were signed and forwarded to Ottawa; and Mr. Haultain, who was Premier of the Territories at the time, acted as emissary between the Alberta Autonomy Committee and the Federal Parliament. These missions proved fruitless, until Mr. Haultain in a concise manner, finally demanded that the autonomy bill be passed without delay. His request was acknowledged, and the bill was passed by the House of Commons on July 5, 1905, and by the Senate on July 20 of that same year. Alberta became a Province September 1, 1905.

George Hedley Vicars Bulyea, an ex-member of the executive council of the Territories, was appointed Lieutenant Governor of Alberta, and the first Provincial elections were held on November 9, 1905.

The Liberal Party was successful in these elections, winning twenty-three of the available twenty-five seats. Alexander C. Rutherford was chosen leader, and the Cabinet was:

Premier, Minister of Education and Provincial Treasurer,
Hon. Alexander C. Rutherford
Attorney General—Hon. Charles W. Cross

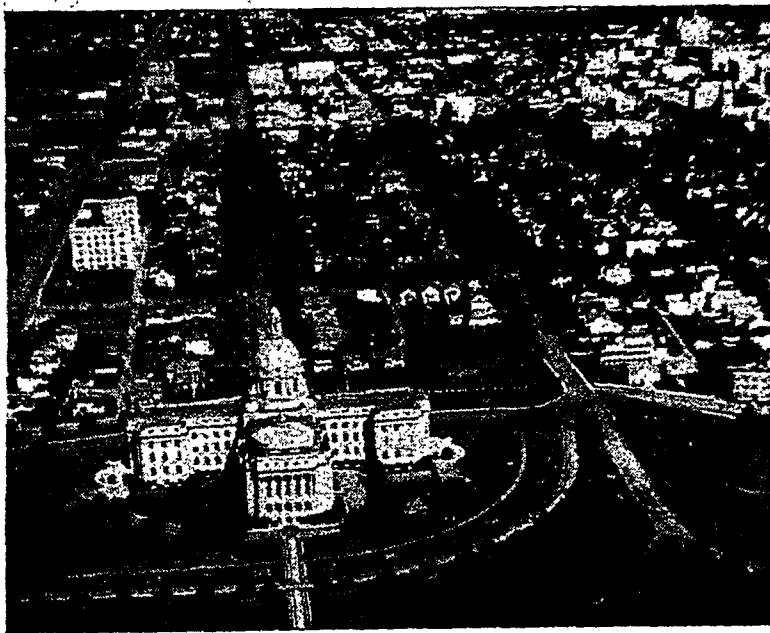
Minister of Public Works—Hon. William H. Cushing

Minister of Agriculture and Provincial Secretary—
Hon. William T. Findlay

Minister without Portfolio—Hon. Leverett G. de Veber.

John H. Cowell was Clerk of the House, and Mr. C. W. Fisher was appointed Speaker.

When Alberta became a province, the selection of the Provincial Capital, the seat of the Government, was the main subject of discussion. Many towns put forth their claims, but Edmonton and Calgary were the real rivals. Calgarians claimed that, as Calgary was the centre of the population, and was situated on the main line of the Canadian Pacific Railway, Calgary was the logical contender for that privilege. Edmontonians argued that Edmonton was nearer to the geographical centre of the Province and was on the proposed main line of the Grand Trunk Pacific Railway. After many heated arguments in the Government, Mr. Cushing moved that Calgary be chosen as the permanent seat of the Govern-



EDMONTON—CAPITAL OF ALBERTA, 1944

(Courtesy of Publicity and Travel Bureau, Alberta)

ment. When the vote was taken, Mr. Cushing's motion was defeated, 16 against 8. So Edmonton became the capital of Alberta.

At the Provincial election of 1944, there were forty-nine constituencies in Alberta: Acadia-Coronation, Alexandria, Athabaska, Banff-Cochrane, Beaver River, Bow Valley-Empress, Bruce, Calgary, Camrose, Cardston, Clover Bar, Cypress, Didsbury, Drumheller, Edmonton, Edson, Gleichen, Grande Prairie, Grouard, Hand Hills, Lacombe, Lac Ste. Anne, Leduc, Lethbridge, Little Bow, Macleod, Medicine Hat, Okotoks-High River, Olds, Peace River, Pembina, Pincher Creek-Crows Nest, Ponoka, Red Deer, Redwater, Rocky Mountain House, Sedgewick, St. Albert, St. Paul, Spirit River, Stettler, Stony Plain, Taber, Vegreville, Vermilion, Wainwright, Warner, Wetaskiwin and Willingdon.

Each constituency returns one member, except the cities of Edmonton and Calgary, which return five members each, making a total of fifty-seven members in the Legislature.

The Premier receives a salary of \$8,500, and the ministers of the cabinet, \$6,000 each. The sessional indemnity is \$2,000, excepting for cabinet Ministers who receive \$1,800. The Speaker receives \$1,500 in addition to sessional indemnity, and the Deputy Speaker receives \$750 plus sessional indemnity. For any special session called, the members receive ten dollars for each sessional day.

GOVERNMENT

(AUTHOR'S NOTE—Much of the material in this chapter has been taken by permission of Alan Davenall Turner, from the book, "On the Origin and Significance of Formalities, etc." composed by the late Mr. A. D. Turner, Sr., who occupied the position of Sergeant-at-Arms to the Legislative Assembly of Alberta, for twenty-one years, and was a close student of Parliamentary procedure. This book should be in great demand by students of History.)

The Parliament of Alberta is not different from the other provincial Parliaments. We are part of the Confederation, and our constitution is similar to that of the United Kingdom. It is our privilege as British subjects to elect our own Parliament. Every person, male or female, upon attaining the age of nineteen years, providing he or she is a British subject, either by birth or naturalization, is allowed to record a vote in favor of a candidate for a particular seat in the Provincial House of Legislature, as a representative of the people in that Electoral Division; thus the people choose their own representatives from their own number.

In forming his Government, the Lieutenant Governor of the Province (who is chosen by the King's representative, the Governor General), selects the man who he thinks will be most efficient, to be its first Minister or Premier. The Premier forms his own Cabinet or, as it is afterwards called, the Executive Council.

This Council is composed of the heads or Ministers of the various departments, i.e., Minister of Agriculture, Minister of Education, etc. Thus a Government is constituted.

Each of these ministers is especially chosen, but all must first be elected by the people as members. All others are called private members, and they occupy seats behind the Ministers.

When once the Government is formed, the Lieutenant Governor has no voice whatever in the making of provincial laws, but is active in all matters of public interest. He attends the Legislative Assembly only for the purpose of formally opening and closing the annual Sessions, which usually last for a period of six weeks. Occasionally, he gives formal assent to the passing into law of Acts of urgent or immediate character.

The first act of the Assembly is to choose from their own midst the fellow member who, for the duration of that opening Parliament, is to preside over their meeting except when the House resolves itself into what is called "the Committee of the Whole". Then this chairman vacates his chair for the time in favor of his Deputy, who acts as Chairman of that Committee.

The Chairman of the Legislative Assembly is better known as "Mr. Speaker", a title which has been used in the House of Westminster in England since as far back as the year 1370. Mr. Speaker is sometimes spoken of as "The First Commoner", and one of his rights is to approach and speak with the King.

Once he is the occupant of his elevated chair, the greatest possible respect is paid to him, and his decisions and rulings are usually accepted as final.

Another person who is often in the limelight during sessions of Parliament is the less important official of the House, the Sergeant-at-Arms. His is also a very ancient office. As far as records are concerned, there was a King's Sergeant-at-Arms during the reign of King Henry V of England, in the year of our Lord, 1405. The King's Councillors round about him wore robes, as they do today; but he did not; instead, he wore a sword, as he does today. This leaves his arms free. His particular duty is to maintain order during the sitting of the House. Among his numerous other duties is the responsibility for the safe-keeping of the Mace and the furniture and fittings of the Assembly.

Order must be maintained when the House is assembled. This refers not only to the attendant public, but also to all Members of the Assembly themselves; and, should any member persist in disregarding the ruling of the Speaker, that gentleman can order him into the custody of the Sergeant-at-Arms.

The Mace is a venerable symbol. Many of us read about it in our newspapers, but very few realize its symbolism. Shouldered by the Sergeant-at-Arms, it is borne before the Speaker on all occasions of his formal entry and leaving of the Chamber of the Legislative Assembly.

In the House of Commons in England (British Empire Headquarters for all Parliamentary matters), the Mace has always been the emblem of the Authority of Parliament, and not, as many are disposed to believe, of Royalty. If by any chance Royalty (Their Majesties incuded) are present when the Mace is borne before the Speaker, they also rise and stand.

The Mace is a highly ornamented gilt staff, about three feet in length, surmounted by a representation of the Crown, with other designs representing respectively, England, Ireland,

Scotland, Wales and the Dominions beyond the Seas; Canada is represented by a Beaver.

In plain words, Parliament means "to speak", and is nothing more than an assemblage of the people's chosen representatives, and as such, it is the voice of the People. This voice causes laws to be made in the interest of all; therefore, the Mace, when borne before the Speaker, actually represents the voice of the People.

The standing majority in the House is the Government; and they are always seated on the right hand of the Speaker; the next party—better known as "the Opposition"—are seated on his left. The Opposition, be it noted, is equally loyal and is often referred to as "His Majesty's Loyal Opposition". This party is of great advantage to parliament, as it is in a position to keep a check on the party in office. There is no better device in all the world for the making of character than opposition.

Every person should cast his vote during elections. To quote a slogan of the newspapers: "We don't care how you vote, but do vote". It is your profound duty. At one time there was a law in England to the effect that they who did not vote were liable to a term in prison.

Since 1905, there have been eight premiers in Alberta; they are as follows:

Hon. Alexander Rutherford, from Sept. 2, 1905 to May 26, 1910.

Hon. A. L. Sifton, May 26, 1910 to October 30, 1917.

Hon. Chas. E. Stewart, Oct. 30, 1917 to August 13, 1921.

Hon. Herbert Greenfield, Aug. 13, 1921 to Nov. 23, 1925.

Hon. John Edward Brownlee, Nov. 23, 1925 to July 10, 1934.

Hon. Richard Gavin Reid, July 10, 1934 to Sept. 3, 1935.

Hon. William Aberhart, Sept. 3, 1935 to May, 1943.

Hon. Ernest C. Manning, May, 1943, to the present.

To the Hon. Ernest C. Manning, goes the credit of being the youngest premier in the history of the Dominion. Born at Carnduff, Saskatchewan, on September 20, 1908, he was first elected to the Alberta Legislature at the General Election of 1935. On September 3 of that year, he was appointed Provincial Secretary and Minister of Trade and Industry. On the death of William Aberhart in May, 1943, Mr. Manning was made Premier.

DISCOVERY AND EXPLORATION

It seems too fantastic to be true; but, nevertheless, it is a fact that only two hundred years have elapsed since Canadian Explorers saw the towering snow-capped peaks of the Rockies for the first time. These men, Pierre La Verendrye and his party, left Red River on their quest of the long sought "North-West Passage". Crossing the vast expanse of the prairie on foot, and by canoe, they eventually sailed up the Missouri River to be confronted by the barrier of the Rockies a few miles south of the present Alberta-Montana boundary line. This was in the year 1739.

A few years later—1751—French voyageurs of the Order of Jacques Repentigny of Saint Pierre followed the course of the South Saskatchewan and Bow Rivers, and founded a trading post, Fort Jonquiere, in the foothills, a few miles west of the present City of Calgary. The exact location of Fort Jonquiere is not known; many exploration parties have searched for the remains of it, but so far, their efforts have been in vain.

In 1754, Anthony Hendry, a young Englishman, was detailed by the Hudson's Bay Company to explore the country discovered by the Frenchmen on their history making voyages, and if possible, trade amongst the Indians of the Prairies. His brigade of canoes, manned by no less than four hundred paddlers, left York Factory on the Hudson's Bay and sailed into fame and glory. Crossing the perilous waters of Lake Winnipeg, they sailed up the North Saskatchewan River (the Rapid Waters of the Crees), to within sight of the Rockies. The paddlers were Assinaboines; and, although they were on friendly terms with the Crees, they had no dealings with the Blackfeet (Horse Indians) of the South Land. The Crees and the Blackfeet were continually at war with each other, but the appearance of the white man and his canoes must have caused the battles to stop for a short period at least; for, on October 14 of the following year (1755), records tell us that Hendry and his guides were escorted into the presence of the Blackfeet Chiefs at their main camp. He gives his position for the winter as being about eight hundred miles west of York Factory, which would be somewhere in the vicinity of Edmonton of today.

He travelled extensively between what is now Edmonton and Calgary. He stated that between the two branches of the "Kissiskatchewan Sepie" (Saskatchewan River), at a place which is now probably Lacombe or Wetaskiwin, his party encountered Indians on horseback. These Indians were lost without their horses, just as the Crees were lost without their canoes. It is stated that, when Hendry told his superiors about the mounted Indians, he was branded a liar and dismissed from the services of the Hudson's Bay Company.

In 1788, the Northwest Company founded a post east of Edmonton; and, in 1794, they founded another post, Fort Augustus, at the mouth of the Sturgeon River, about twenty-five miles east of the present capital of Alberta. The Hudson's Bay Company also founded a post at this location called Fort Edmonton. These two trading posts were raided by the Black-foot Indians, who looted and destroyed them in 1807.

In 1808, new posts were established on the present site of Edmonton city. Two years later, these were abandoned for a new location, one hundred and twenty-five miles east, at White Earth Creek.

In 1819, the original post of Fort Edmonton, which was built on a site immediately south-east of the Parliament Buildings, was re-established. George Sutherland was the factor of the Hudson's Bay Company at that time.

In the following year, a young Irishman, John Rowand, added to the Fort. He did not intend to let the Indians destroy this fort, as they had done at Sturgeon River. He boasted that Fort Edmonton would be the most important establishment west of York Factory. When it was completed, it was an elaborate affair, three hundred and ten feet long by two hundred and ten feet wide—surrounded by a palisade, twenty feet high, complete with battlemented gateways and bastions surmounted with guns. His house was a gorgeous structure, known to the early settlers as "Rowand's Folly", and in later years, to the Mounted Police, as the "White House".

To this man we probably owe much. If it were not for his "folly" in building such a strong fort, the present capitol of Alberta might have been elsewhere—White Earth, Rocky Mountain House, or at Sturgeon River—who knows? At the

time, Rowand boasted that he would build a fort that would stand forever.

Samuel Hearne, a young English clerk, of Fort Prince of Wales (H.B. Co.), was instructed to seek the North-West Passage, and the "Metal River" so often referred to by the Indians who traded at the Fort. Twice ill-luck dogged his steps, and each time he was compelled to return to the Fort; but on the third attempt, he availed himself of an offer made by an Indian Chief, Matonabee, who for many years had been a Hudson's Bay ambassador to the Athabaskan Indians. This Chief offered to guide him to the Athabaskans, that he might learn more of the Metal, or Coppermine River.

Leaving Fort Prince of Wales on December 1, 1770, and travelling north-west, they crossed the Barren Lands early in the new year. There they were joined by two hundred Indian warriors who were on their way to trade with the Eskimos. On June 21, 1771, the sun did not set; they had reached the Arctic Circle. A month later, Hearne erected a cairn and took possession of the Arctic Coast on behalf of the Hudson's Bay Company. Sadly he realized that he had not discovered the North-West Passage; nor did he discover the mythical mountain of copper. The largest piece of copper that he took back with him weighed about four pounds.

Which route they took on their return journey is not definitely known, but Hearne's diary states that on their arrival at the north shore of Lake Athabaska they met an Indian woman who had escaped from a tribe of Indians who had captured her. She had not seen a human face for seven months, and had existed by snaring squirrels.

In 1778, the violent Peter Pond, an American employee of the Northwest Company, of Montreal, sailed up the Churchill River, crossed the Methye Portage (Portage la Loche), and then up the Clearwater River to the junction of the Athabasca River at what is now Fort McMurray, and then down the Athabaska. He established the very first trading post in the north, at Riviere de la Biche (Elk River).

Pond was a villain, and he was guilty of committing the first, and, possibly, the second murder of other white traders in that territory. He did more harm than good among the Indians. Consequently a young Scottish clerk of the North-

west Company was detailed to the Athabaska country to pacify the natives. This man was Alexander Mackenzie, cousin of Roderick Mackenzie, who established the first Fort Chipewyan, twenty miles south of the present Post.

That same year, Alexander Mackenzie instructed a minor employee of the Company, M. Boyer, to establish a post on the Peace River, at the junction of the Little Red River.

The following year, 1789, Mackenzie sailed down the river which flows from Fort Chipewyan, in search of the North-West Passage, for which discovery the British Government had offered a reward of twenty thousand pounds. But he was more interested in being the discoverer than in gaining the reward.

The numerous rapids along the Slave River, especially those at Fort Smith, made the journey most difficult. The Indian guides besought their leaders to return, and in turn were compelled only by force to continue. They escaped whenever they could, but always returned. The party left Fort Chipewyan on June 25, and by July 1, they had reached the Liard River at what is now Fort Simpson. On the 8th the guides again begged Mackenzie to return. He promised that, if they did not reach the sea within a week, he would turn back. On July 14, whales were sighted in the river, and the baggage which they had left on dry land was floating in the water. They had reached the Arctic Ocean! A few miles west of where Hearne had reached it eighteen years before!

Although the explorers realized they had not discovered the North-West Passage, they were jubilant that they had discovered another river and a vast new territory for trading.

Mackenzie reported his discoveries to his superiors and asked permission to explore the river which flowed to the west of the Fort. This was granted, and he returned to England to study astronomy and surveying. Upon his return, he requested the assistance of his friend, Alexander Mackay, and a crew of eight men. He instructed James Finlay, another employee of the company, to establish a post as far up the river as he could go and to prepare for the winter.

On October 10, 1792, Mackenzie's party left Fort Chipewyan for Fort Forks, which in later years became Finlay Forks. They skirted the long rapids of Vermilion Chutes by

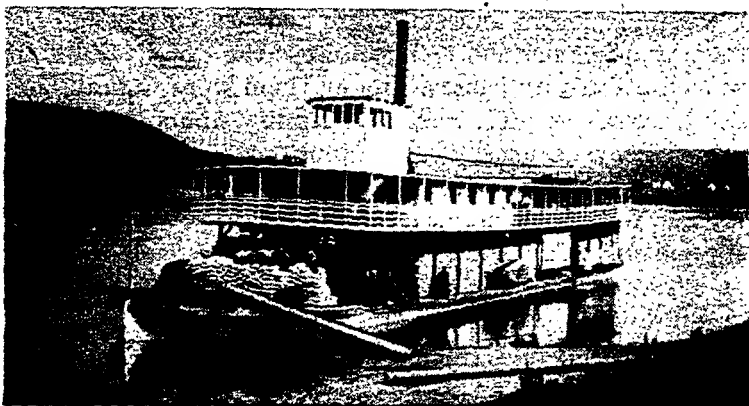
making a portage, and arrived at Fort Forks on October 20. There they spent the Winter.

On May 9, 1793, Mackenzie, Mackay, six French Canadians and two Indian guides departed in a monstrous canoe on the trip to the western sea. Ten days later, they were crowded into a canyon-like chasm of foaming water. As far as eye could see, they were encased between the towering walls of the mountains. It was only after a hard struggle that they managed to get ashore with their canoe. There they found that the only way past the rapids was over the mountains, a distance of about nine miles.

Cutting a road through the tangled underbrush, and hewing steps up the almost perpendicular side of the high cliffs, they managed to pull the canoe and the baggage past the rapids. It took them three days to achieve this.

They were high in the mountains when they came to where the rivers branched. Undecided which course to follow, Mackenzie took the stream which flowed to the south. A few days later, they met a band of wandering Indians who told them that by retracing their steps somewhat they could reach the salt water of the western sea in eleven days time. The river they were on flowed south—not west. They were on the source of the Fraser River but did not know it. On July 22, the adventurers reached the Pacific Ocean and joyfully realized that they had discovered a passage which for three hundred years had defied all overland approach. Mackenzie mixed some vermilion with melted grease and on the inland face of a large rock wrote: "Alexander Mackenzie from Canada by land, the twenty-second of July, one thousand seven hundred and ninety-three, Lat. 52 20 48 N."

In 1797, David Thompson, a young English astronomer, entered the service of the Northwest Company. For thirteen years he had been employed by the rival Hudson's Bay Company. He began at once to establish the latitude and longitude of the Company's posts; and, during the following year, he took observations to establish the forty-ninth parallel of latitude—the boundary between Rupert's Land and the United States of America. He was regarded as a born explorer; and, in 1805, he was detailed to find another outlet to the Pacific Ocean. He followed the course of the Bow River to its source in the Rockies, but was compelled by hostile Indians to return.



H.B.C.'s "ATHABASKA RIVER" AT ATHABASKA LANDING

He tried again, however, and discovered the Howe's Pass, and the Columbia River, on which he established a trading post. In 1811, he discovered the Athabaska Pass. He resigned from the services of the Northwest Company that same year.

The fur trader blazed the trails into the West and the Northwest, and since the days when Fort Jonquiere and Riviere de la Biche were established many more have followed, and northern lakes and rivers are studded with the ruins of ancient Posts. Of those which have stood the test of time, the following are well known: Fort Chipewyan, established in 1788; Fort Providence, in 1796 (by the North-West Company); Fort Good Hope, in 1823; Fort Simpson and Fort Norman, in 1821; Fort Rae, in 1852; and Fort Smith in 1874.

The earliest record that we have regarding the population of old Fort Edmonton is from the diary of Father De Smet, Roman Catholic Missionary, who visited that Fort in 1845. He states that the population at that time numbered ninety souls—that was only one hundred years ago. By 1904, it has grown to seven thousand. In 1943, on account of the influx of our American friends engaged on northern projects, the population was estimated at 130,000, of which about 25,000 were transients.

The history of Alberta was practically uneventful until the year 1852, when the great Father Lacombe came to what is now St. Albert. To be truthful, indeed, prior to 1874, the history of the West and the Northwest belongs to the trading companies and to the pioneer missionaries.

A few explorers and surveyors had passed through Fort Edmonton, their mission being to cross the Rocky Mountains in search of railway passes. Among them were Captain John Palliser, James Hector, Sanford Fleming, John Macoun and Mr. Horetzsky. In 1862, Lord Milton and Dr. Cheadle visited Fort Edmonton en route to the Caribou district of British Columbia, for the Royal Geographical Society. Some of these men published their biographies, and these are well preserved. Lord Milton relates that Father Lacombe was completing a corn mill to be operated by horse power.

It is believed that the first permanent white settlers to establish themselves in the southern portion of what is now Alberta were the whiskey smugglers and the wolfers, who came early in the 60's, and John George "Kootenaie" Brown, who settled near Waterton Lakes, in 1865. Dave Aker was establishing himself at Fort Whoop-Up in 1870, and the Revs. George and John McDougall had founded a Mission at Morley, near Calgary.

Fort Garry, (Winnipeg) and Fort Benton, Montana, were the nearest settlements, and everything had to be brought from these settlements, either overland by dog team or Red River cart, or by water route from York Factory. The uniform rate of freight was ten cents per pound from Fort Garry, and seventeen cents per pound from York Factory.

In 1857, Father Lacombe organized the first cart brigade from Fort Edmonton to Red River. On the return trip, the teamsters brought with them tools, seed, and machinery—in small quantities, of course.

Everything was achieved only at considerable risk. The Indians were continually engaged in tribal warfare, and the "Demon Rum" was finding its way into the Indian teepees. The Blackfeet were so savage and bloodthirsty that travellers crossed the Saskatchewan River near Fort Carlton, and stayed on the north side of the river to avoid meeting them.

By the end of 1873, the Hudson's Bay Company had no less than nine trading posts operating in Alberta, and there were ten missions—five Roman Catholic, and five Methodist. A number of half-breeds and a few white men had drifted into the northern part of Alberta; and, except for the Catholic nuns at Lac Ste. Anne, the only white women in Alberta were

the wife of the Rev. John McDougall and that of his brother David.

In those days it was possible to travel from the mountains of southern Alberta, as far north as Fort Edmonton, without meeting another human being. A few American traders had crossed the line into Alberta and had established temporary posts at Sheep Creek and Red Deer. Among these traders were the I. G. Baker Company of Fort Benton, Montana, U.S.A. But the following year, 1874, the Law came west under the guidance of Lieut. Col. George A. French and his assistant, Lieut. Col. James MacLeod. With the coming of the Law, came also civilization and progress.

LAW AND ORDER IN THE WEST AND NORTH-WEST

When the Hudson's Bay Company by deed of surrender, transferred Rupert's Land to the Dominion of Canada in November, 1869, the transfer involved the establishment of the Canadian Government's authority in the vast territory thus acquired. It was suggested that a police force should be established for this purpose; and, although there were many in favour of such policy, there were others who were against it. However, when the massacre of the Indians in the Cypress Hills became known, Sir John A. Macdonald and his government passed the bill which authorized the establishment of the North-West Mounted Police force, on May 20, 1873.

In September and October of that year, one hundred and fifty men were recruited for this organization. The first man to enlist was A. H. Griesbach, followed by the late Major General "Sam" Steele, and the late Lieutenant Colonel Robert Belcher.

Lieutenant Colonel Osborne Smith, the commander of the military forces stationed at Fort Garry, Manitoba, was appointed Commissioner, (temporary) of the new force.

Three companies of fifty men each were formed, known as "A", "B", and "C" Troops. The term of service was three years, but the men were informed that, if they so desired, they could extend their services.

Selected recruits were sworn in, and in small groups were sent to Collingwood, Ontario, to await final instructions. On October 10, 1873, these three "Troops" were detailed along the Dawson Route to Fort Garry.

The Dawson Route was a system of transportation and freighting through what is now known as the Lake of the Woods district of Western Ontario.

On leaving Collingwood, the troops embarked on lake boats for Port Arthur, and then the hardships began. Some of the smaller lakes were open for navigation; others were frozen over. By some misunderstanding, the authorities had closed the Dawson Route for the winter. This meant that, on the different portages along the Route, where in the busy season they kept stopping stations, the staffs had been withdrawn to Fort Garry.

For a traveller with only a limited supply of provisions and equipment it was a hazardous undertaking to travel such a route, which was a continuous succession of thirteen lakes and as many portages, stretching for hundreds of miles.

Winter caught the Mounted Police in the middle of Rainy Lake, where they were enveloped in a severe snow-storm. A heavy frost followed, and the men had to work like slaves to reach Fort Francis. Bad news awaited them there. At the trading post the officer in charge said, "All I can sell you is loaf sugar." The Hudson's Bay Company's boat had not arrived at the post, and about three hundred Indians were practically starving in the neighborhood.

The men managed to work the boats down Rainy River, and at an Indian camp on the way they were able to secure some dried whitefish and dried ears of Indian corn. At the mouth of the river they were met by a steam tug, but three days had to be spent there while they waited for a snowstorm to subside before they dared to cross the Lake of the Woods to the North West Angle. At this point the contingent disembarked; and, with two ox-carts to carry tents and kits, they proceeded on foot through the deep snow towards Fort Garry.

A few days later, they arrived at Point du Chien, where a violent storm was raging. It was impossible to light fires; and it was impossible to pitch the tents as they were frozen hard. The men were compelled to bivouac on the open ground until day-break, when they resumed their journey to Fort Garry. It was nineteen miles to the Fort, and the thermometer registered 35 degrees below zero. We can well imagine the trials and discomfort of those brave men as they trudged wearily through the deep snow, dressed in summer clothing and leather boots. They arrived at St. Boniface, Manitoba, on the evening of October 31.

His Grace, Archbishop Tache, welcomed the weary men and bid them rest in the college until the morning. The following morning, in fear and trembling, they crossed the Red River in single file, as the ice was only one night old, and were cordially received by the settlers of Fort Garry. After staying there for one day, they departed for the Lower Fort Garry twenty-five miles down the river, where they spent the winter, drilling and preparing for the march to the West.

On November 10, Lieutenant Colonel George A. French, the commander of "A" Battery, Royal Canadian Artillery, Kingston, was appointed Commissioner of the force. He immediately made a survey of the situation, and, having returned to Ottawa, recommended that the force should be increased to its authorized strength. He asserted that the government was unaware of the tremendous task thrust on the force—that of maintaining law and order in a territory covering more than three hundred thousand square miles, and inhabited only by warlike Indians, a few restless half-breeds, and an occasional white trader.

More men were recruited. Early in June, 1874, two hundred and seventeen men, with two hundred and forty-four horses, left Toronto and travelled west to join the originals, who had marched to Dufferin, the Headquarters of the International Boundary Commission.

On July 8, 1874, the force, comprised of six Troops, "A" to "F", departed for the West. Commissioner French had been instructed to proceed to the rendezvous of the whiskey traders—Fort Whoop-Up—and, after dealing with the criminals, to establish a small post in the vicinity.

Trouble made its appearance practically as soon as the force left Dufferin. The intense summer heat played havoc with the thoroughbred eastern horses; consequently all the supplies and equipment were conveyed in ox-drawn Red River carts. Many of the men became sick from drinking the stagnant water, and the long column stretched out for a distance of more than three miles. Great plagues of grasshoppers swarmed all over man and beast alike and added to the miseries of the trekkers.

The prairies had been stripped of grass by the grasshoppers, thus cutting off the supply of much needed fodder. The horses soon played out for want of food and good water; and, but for the stamina of the oxen, the entire force might have been compelled to halt the journey when they reached La Roche Percee, about two hundred and seventy miles west of Dufferin.

It was here that the Commissioner decided to send a detachment to Fort Edmonton. Superintendent Jarvis volunteered for the duty. Assisted by Inspector Gagnon, Staff Con-

stable Steele and Constable Labelle, he took over all the sick men and the poorest horses and started north for Fort Ellice, where they would strike the much travelled trader's trail to Fort Edmonton.

After a well earned rest, the main party continued their march to the West. On August 8, they encountered thousands of buffaloes and realized that those mighty beasts had eaten practically all the grass which they, the police, had been expecting to gather for the horses and cattle.

One month later, with horses and cattle daily dropping off from weakness owing to lack of water and food, the worthy pioneers arrived at Fort Whoop-Up to find it all but deserted. One white man, Dave Aker, was all that remained.

Colonel MacLeod, who was assistant to Colonel French, attempted to buy the Fort, but was unsuccessful. Consequently, he moved to a new location thirty miles westward where he built the original Camp MacLeod on an island in the Old Man River.

A few years later, owing to the influence of the Mounted Police, Fort Whoop-Up fell into decay.

The men who had travelled to Fort Edmonton with Superintendent Jarvis established permanent quarters at a location twenty miles north and east of the Fort. This was known as the Sturgeon Creek Post, and later as Fort Saskatchewan.

In May, 1875, "B" Troop, under the command of Inspector J. M. Walsh, erected still another post in the Cypress Hills, on the east bank of Battle Creek. The Cypress Hills has a long tragic history. Within a quarter of a mile of the ancient police camp at Fort Walsh, were found the skeletons of massacred Indians—victims of the drunken Wolfers. In 1879, a young member of the force, Constable Grayburn, was shot in the back by an Indian, when he was on patrol duty about four miles from the post. The murdered policeman was never avenged, although in 1881, an Indian was arrested and tried for the crime. As there was not enough evidence to convict him, he was freed. It was alleged that this Indian, whose name was Starchild, confessed to another Indian that he had shot and killed a white man near the post in 1879. Starchild denied this; so it was one Indian's word against another's.

The Police were successful in rounding up some of the men who had taken part in the massacre of the Cypress Hills, and meted out some very strict sentences. This pleased the Indians, and thereby the Police won their friendship and esteem.

In 1875, the police established a post at the junction of the Bow and Elbow Rivers, and named it Fort Brisbois in honor of the Commanding Officer, Inspector Brisbois. This name was changed the following year to Fort Calgary—"Clear Running Water".

In July, 1876, Colonel MacLeod was appointed Commissioner of the North-West Mounted Police, and Fort MacLeod became the Headquarters of the force. However, in 1879, the Headquarters were moved to Fort Walsh.

Possibly the most important day in the history of the Mounted Police was September 17, 1877, for that was the day on which the Blackfoot Nation consented to transfer all their rights and privileges to the Great White Mother. This was achieved only by the good work of Commissioner MacLeod and his fearless men.

Before treaties could be signed, the liquor traffic had to be eliminated. Consequently the duties of the police were too numerous for anyone to attempt to mention. But apart from one or two murders and a few cases of horse stealing, there was little serious crime.

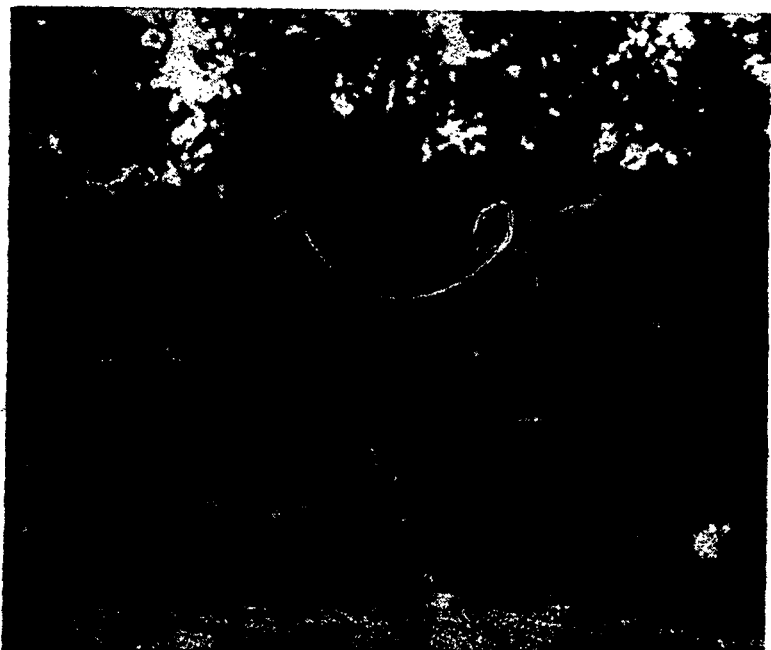
The construction of the Canadian Pacific Railway in 1882 provided extra work for the police, and so the strength of the force was increased to five hundred. The Indians resented the coming of the railway, and did all in their power to obstruct its progress. To them the locomotive was a demon fire-wagon, which chased the buffalo from the prairie. Also, the men who were working on the construction of the C.P.R. were a motley crew, recruited from anywhere and everywhere. Many of them were far from friendly with either the police or the Indians.

Chief Piapot, leader of the Crees, showed his displeasure by pitching his tent and the tents of his band on the right-of-way ahead of rails.

On came the railway, as the wooden ties were placed and the rails spiked into position. Then it could go no further, as Piapot and his followers were blocking the way. They were

politely asked to move. In reply, every warrior brandished his rifle and gave vent to bloodcurdling screams.

The engineer in charge of construction sent a message to the Mounted Police at Fort Walsh, requesting that they move the Indians from the vicinity. Two men, a sergeant and a constable, rode up to the Chief and asked him to move the camp so that the railway could go through. The Chief, who was smoking his pipe, did not answer; but his warriors, who numbered more than a hundred, waved their rifles and



CONSTABLE BIGELOW, N.W.M.P., FORT MACLEOD—1894

whooped with defiance. What could two policemen do against a hundred braves?

The sergeant drew his watch and said to the Chief, "I will give you just fifteen minutes to move camp, and if you don't move when your time is up we'll have to help you".

The time dragged slowly on, and the sergeant's eyes never left his watch. At last he said, "The time is up, Piapot"; and he pulled the teepee down on top of the Chief. Seeing what the Sergeant had done, the constable followed suit, and

between them they pulled down every teepee. The Indians were taken completely by surprise and offered no resistance, and Chief Piapot was too humiliated and ashamed to rally them. "Now get out of here," the sergeant ordered, and within an hour the tribe moved on.

But the Indian were not the only one to obstruct the police; the construction workers had their faults too, but their bravery and devotion to duty helped the police in averting serious trouble.

The police had a tremendous responsibility on their shoulders, and they realized that, if they gave ground to anyone, or in any way showed signs of fear or cowardice, they would be routed from the West. Admittedly, they did a lot of bluffing, but they were always ready to call a bluff or take a chance.

Col. MacLeod was a great leader, loved and respected by all his men. He never asked his men to do what he himself would not do. Above all things, he treated all men alike, whether they were white men or otherwise. If an Indian molested a white man, he was given a fair trial; and if a white man wronged an Indian, he was treated likewise.

It did not take the Indians long to realize that the police were their friends; and the various tribal chiefs, especially those of the Blackfeet Nation, encouraged their tribesmen to abide by the white man's law.

The North-West Rebellion of 1885 really tried the efficiency of the North-West Mounted Police. Thousands of half-breeds throughout the entire width and length of the North-West Territories were in revolt. Settler's homes were ransacked and pillaged, trading posts were plundered and burnt to the ground, and the white men feared for the safety of their loved ones. The services of the police were utilized in many and various ways throughout the campaign.

On April 7, 1885, Superintendent Griesbach, who was in charge of Fort Saskatchewan, visited Edmonton and asked for volunteers to assist the police. His appeal was not in vain; practically every able bodied man answered the call. These men, with the other volunteers from various parts of Alberta, joined forces with General Strange and the Mounted Police.

Although the Metis of the North fought under Riel, many of their relatives of the South remained loyal to the Dominion. Many of these under the leadership of Jean Legare, a French-Canadian trader, were organized into a corps of scouts and patrolled the International Line, thus preventing rebel movements across the Line.

The Blackfeet Nation did not take part in the rebellion. Undoubtedly this was because of the high esteem which that nation held for the Mounted Police.

Following the rebellion, Mr. Lawrence Herchmer succeeded Commissioner Irvine. Mr. Herchmer was not a member of the force prior to his appointment. The duties of the police were increased enormously, and a new system of patrolling was introduced, whereby the police could maintain better communication with other detachments.

With the increase of population on the fertile prairie, crime became more and more common: stagecoaches were held up and robbed, cattle rustlers became very active, and the country was being exploited by ruthless criminals of all types. It was a bold challenge to the Mounted Police, but they accepted the challenge and maintained the law.

In 1900, Superintendent A. B. Perry was appointed Commissioner, succeeding Commissioner Herchmer, who had resigned.

Under the guidance of Commissioner Perry, a new era for the force was born. The old uniforms were changed considerably. The original uniform consisted of a red jacket, black riding breeches with two white stripes, forage cap, white helmet, high black boots, heavy dark blue overcoat and military cape. Commissioner Perry discarded the helmet for the Stetson hat, and introduced the regulation dress of today.

The great war of 1914, having drained many valuable members from the ranks of the Mounted Police, the strength of the force was seriously menaced. Early in 1918, however, owing to reinforcements, one unit went overseas to France, and another left for service in Siberia.

In 1920, the name of the famous force was changed to the Royal Canadian Mounted Police.

The record of the Mounted Police is known throughout the civilized world, and we as Canadians, are proud to be able

to boast that we have the finest police force that has ever existed—The Mounted Police.

It was the members of this force who paved the way for the settlers of the West. Owing to war conditions in 1916, the Dominion Government requested the Prairie Provinces to organize their own police forces. Hence the Alberta Provincial Police Force came into being.

ALBERTA PROVINCIAL POLICE

Toward the end of 1916, the Federal Government decided that Alberta should provide its own police force, and on December 26 of that year, Commissioner Perry, R.N.W.M.P., came to Edmonton to transfer the policing of the province from the Royal North West Mounted Police to the Government of Alberta. A two months' extension was asked. This was granted and on February 2, 1917, the Attorney General of Alberta recommended to His Honor the Lieutenant Governor in Council that:

1. There be constituted and established a police force in the Province of Alberta to be known as The Alberta Provincial Police;
2. That the control and management of such police force be within the power and authority of a board hereinafter mentioned;
3. That a board for the control and management of the Alberta Provincial Police be appointed and composed of Arthur George Browning of Edmonton, Deputy Attorney General for the Province of Alberta; Gilbert E. Saunders, D.S.O., Police Magistrate in and for the City of Calgary; and Philip Carteret Hill Primrose, Police Magistrate in and for the City of Edmonton;
4. That the board may employ a Secretary or Clerk, a Chief Constable, a Deputy Chief Constable, Inspectors, Detectives, and such other Constables and Officers as may in the opinion of the Board from time to time be deemed necessary or advisable;
5. That the headquarters and offices of the Police Force shall be at the Government Buildings in the city of Edmonton;
6. That at any meeting of the Board, two members of the Board shall form a quorum, and two members of the Board may meet and transact business.

The Mounted Police who had policed the Territories since 1874, and Alberta, since it was created in 1905, notified the Provincial Government that they were to be relieved of their duties at the end of February, 1917.

Control and management was vested in a board comprised of Col. P. C. H. Primrose, Edmonton Police Magistrate; Colonel G. E. Saunders, Calgary Police Magistrate, who was

overseas at the time; and A. G. Browning, Deputy Attorney General. A. E. C. MacDonnell was appointed Superintendent of the Force, and J. D. Nicholson, Chief Provincial Detective, was appointed Assistant Superintendent.

As Superintendent MacDonnell was not very popular with the members of the force; in a very short time the Assistant Superintendent, two Inspectors, and fifty-two other members of the Force, resigned. The Superintendent himself resigned, and Mr. Alf Cuddy of Calgary was requested to take the position. The Assistant Superintendent was asked to return to the force, which he did. Thereafter everything moved smoothly again.

The organizing of the Force was a very strenuous undertaking; the first Great War had requisitioned the majority of suitable manpower; consequently the province had to call on ex-mounted police pensioners to fill the ranks. However, they managed to take over the policing on the date set.

Many people were dubious of the new organization when it was in its infant stages, but it was not long before the Alberta Provincial Police Force was acclaimed second only to the Mounted Police. The original force numbered less than one hundred members, and it did the work which one hundred and twelve Mounted Police had done. It was required to police a territory of 225,285 square miles and did an excellent job of it.

The first classes for instruction and drill were held February 15, 1917. All arms and equipment were purchased from Smith & Wesson Co., of Springfield, Mass., U.S.A.

In J. D. Nicholson, ex-staff Sergeant, R.N.W.M.P., and Provincial Detective, the actual organizing of the force was vested. He was asked to make a list of places where policemen should be stationed, headquarters and divisions, etc., and also a scale of salary. His submission was as follows, and was accepted:

POINTS WHERE MEN SHOULD BE STATIONED IN ALBERTA

Edmonton (headquarters for the force)	Grouard
Saskatoon Lake	Morinville
Peace River Crossing	Stony Plain
(headquarters for Sub- District)	Edson
	Jasper Park
	Mountain Park

Athabaska Landing	Andrew
Fort McMurray	St. Paul de Metis
Lac La Biche	Lloydminster
Red Deer (headquarters for Division)	Vermilion
Olds	Tofield
Calgary (headquarters for Division)	Wainwright
Cochrane	Wetaskiwin
Banff	Camrose
High River	Cardston
Claresholm	Vulcan
MacLeod	Lethbridge (headquarters for Division)
Pincher Creek	Writing on Stone
Porcupine Hills	Taber
Crow's Nest Pass	Medicine Hat (District Sub-headquarters)
Stand Off	Brooks
Clyde	Bassano
Vegreville	

"The province to be divided into six districts, and subdivided into ten sub-districts; District Headquarters to be at Edmonton, Red Deer, Calgary, Lethbridge or MacLeod.

"Sub-districts to be at Medicine Hat, MacLeod or Crow's Nest, Cardston, Drumheller, Stettler, Peace River Crossing and other points to be decided later.

"Each District Headquarters to have sufficient cell accommodation for that district and all quarters to include free fuel, light and office furniture.

"Two automobiles to be at each headquarters and one at each sub-district headquarters, Constables on detachment duties to be allowed the use of their private autos and a reasonable mileage allowance to be granted while on patrol duty only.

"A number of horses to be purchased for use in districts where the roads are not suitable for automobiles.

"A sufficient number of men to be stationed in the most suitable locations in each district.

"Winter uniforms to be supplied, to consist of a blue tunic, and blue riding breeches (or khaki cloth). Long stockings and moccasins, fur coat and cap and warm mitts.

"Summer uniform to consist of blue, or khaki tunic, and riding breeches, brown leather leggings and boots, stetson

hat with leather band, oilskin slicker, and collar and shoulder badges on all tunics.

"Two detectives to be stationed at each Division headquarters, and four to be stationed at Edmonton headquarters; these to be available for the more important cases, such as murders and theft of stock, etc.

"Men to be equipped with rifles, 303-Cal. Winchester or British Model Carbine, or 44-Cal. Winchester Rifle, 38 Cal. revolver, Colts Police Special or Smith & Wesson, four-inch barrel.

"Leg-irons and handcuffs (Beans improved) to be issued; Provincial Police badges to be issued to detectives and each to be numbered.

"Constables' Manuals, Criminal Codes, Alberta Statutes, and N.W.T. Ordinances to be issued as required. Rules and Regulations to suit this force to be compiled and made an Act of Parliament at the next sitting of the House."

Chris Shaw, regimental No. 1, was the first non-commissioned member of the force. He resigned to accept a position in the fingerprint department of the Edmonton City Police. Ex-sergeant John Cawsey, R.C.M.P., regimental No. 3, saw the longest period of service in the force. When the Mounted Police took over the duties of the Alberta Provincial Police, John Cawsey donned the uniform of the R.C.M.P.

As an indication of their splendid work, the members of the Alberta Provincial Police entered a total of 10,258 cases in 1930. Of these, 8,608 resulted in convictions, a percentage of 86.61.

During the fifteen years of its existence, the A.P.P. handled many interesting cases, among them the "Vernon Booher" murder case, in which a world famous hypnotist was called upon to give evidence—the train hold-up at Sentinel, in the Crow's Nest Pass, in which a "Mountie" and a member of the A.P.P. met their deaths at the hand of the bandits, and the cold-blooded murder of Constable Steve Lawson, also a member of the A.P.P., who was shot and killed by "Emporer Pic" and his housemaid, Mary Florence Lasandra, at Coleman. Mary Florence Lasandra, was the first woman to be legally hanged in Western Canada.*

As an aftermath of the World War No. I, crime in its

*Full accounts of these famous police cases are recorded in the book: "On the Side of the Law", by J. W. Horan.

various hideous forms, corrupted the province. Bootlegging, smuggling, cattle rustling and the "dope traffic", were but a few of the vices which confronted the provincial organization. The well trained ex-Mounted Policemen soon put a stop to these illegal operations. "Opium dens" and "Vice rings" throughout the width and length of the province, were raided and closed. It was one of the greatest "clean-ups" in the history of the West.

However, after completing fifteen years of efficient service, their name and fame having spread across the Dominion, this famous force was disbanded on March 31, 1931. The R.C.M.P. were asked to take over the duties of the Alberta Provincial Police, on the grounds that they could operate cheaper than the provincial force. It was a severe blow to the old members of the force, but at the same time, it meant that the taxpayers of Alberta would save approximately \$300,000 annually. Also, it was argued that the Dominion organization was in a far better position to receive co-operation from other provinces than was a provincial police force.

The majority of the members of the A.P.P. exchanged their uniforms for the "Scarlet and Gold" of the Mounted Police, and the Alberta Provincial Police changed from an actuality to a cherished memory.

The staff of the commissioned officers of the A.P.P. at the close of its operations was:

Superintendent, W. F. W. Hancock

Inspector E. W. Bavin, Calgary

Inspector J. O. Scott, Lethbridge

Inspector P. H. Tucker, Edmonton

Inspector A. G. Marstom, Edmonton

Inspector K. Duncan, Peace River

Inspector E. Radcliffe, Grande Prairie.

Assistant Commissioner H. M. Newson, R.C.M.P. became head of the Alberta branch of the R.C.M.P. and his headquarters, "K" division, was located at Edmonton.

Supt. W. F. W. Hancock was placed in charge of the criminal investigation branch of the Alberta branch of the R.C.M.P.

The Alberta Provincial Police established traditions second only to the Mounted Police, and their glorious contribution to the history of Alberta should be preserved forever.

THE BLACKFEET TREATY, 1877

The signing of the Blackfeet Treaty (Treaty No. 7) took place in September, 1877, at Blackfeet Crossing on the Bow River, about sixty miles east of the present city of Calgary, and six miles south-west of where Gleichen stands today.

The preliminary preparations had been under way for more than a year; and Monday, September 17, was the date set for the opening of proceedings.

The various tribes and tribal chiefs had arrived at no considerable risk inconvenience; and, although a few bands had yet to arrive, Commissioner MacLeod decided to open negotiations on the specified date. Never again will Canada witness such a scene. On the south side of the river near the "crossing" where the white tents of the Commissioner and the Treaty Committee—the trim, spectacular camp of the North-West Mounted Police—and the freight wagons of the MacLeod Traders.

Straight north of them were the camps of the Stony or Mountain Indians from the Upper Bow River.

Their lodges or teepees were of tanned buffalo hides, not unlike those of the Blackfeet Nation, and of the style and pattern universal among the Plains Indians. Chief Factor Hardisty of the Hudson's Bay Company, Fort Edmonton, was camped near the Crees, and the Rev. John McDougall, son of the Rev. George McDougall, the founder of Morley Mission, was camped near the Stonys.

Eastward of the camps, the valley for miles and miles was crowded with thousands of grazing horses which appeared to me unguarded; but, if anyone approached them, the feathered head of a Blackfoot would emerge from nowhere, it seemed. Within easy riding distance of the Crossing, vast herds of shaggy buffalo wandered unmolested across the open prairie.

The Stonys were not members of the Blackfeet Confederacy but had shown a desire of being included in the Treaty. The Rev. John McDougall was present on behalf of the Stonys.

The Stonys were a peaceful band of hunters, who ranged from the foothills of the mountains south of the Bow River north to the Athabaska River. They spoke the Sioux language, but, they were not related to the warlike tribes of Dakota and Montana.

The Blackfeet Nation was comprised of three tribes who spoke the same language the Peigans, who ranged eastward from the Rockies; the Bloods, whose range was on the Belly River east of the Peigans; and the Blackfeet proper, whose range was on the Bow River. Also on the Bow River, but west and South between the Blackfeet and the mountains, were the small but powerful tribe of the Sarcees. They were an offshoot of the Beaver Indians of Peace River and spoke the Beaver language, but they were accepted as members of the Blackfeet Nation. These four tribes depended entirely on the buffalo for their sole existence.

The Blackfeet Nation was the most powerful and most warlike of all the Indians in the Canadian West, and they were well organized. They hunted the buffalo between the North Saskatchewan and the Missouri River, and from the Rockies to the Cypress Hills. They claimed as their own the regions watered by the southern tributaries of the South Saskatchewan and the northern tributaries of the Missouri river, an area of more than fifty thousand square miles. This area was undoubtedly the greatest year-round buffalo range on the North American continent. And the Blackfeet knew it!

The Indians of adjacent tribes knew it also; and this meant almost continuous warfare between the Blackfeet and the Crees and other Indians of the Plains. Warriors of tribes other than those of the Blackfeet Nation as well as white men and half-breeds were looked upon as intruders and disturbers of the peace; and woe betide them if they were caught trespassing. Prior to 1873 The Hudson's Bay Company was not allowed to trade or open a store in the Blackfeet country, nor were Christian Missions allowed to be established there. This possibly explains why the Rev. George McDougall settled at Morley, among the Stonys.

While negotiations were under way, there was peace between the warlike tribes, and the squaws were busy tanning hides and making pemmican (dried buffalo meat). But there was ample evidence that peace had not always prevailed. Every brave of the Blackfeet Nation carried a repeater rifle in his right hand, ready for instant use; and a full belt of cartridges adorned his waist. Often a similar belt was slung over his shoulders. Almost everybody carried one revolver

(sometimes two revolvers) and a scalping knife. The squaws carried similar knives for skinning or scalping, and many of them carried a revolver also. It was noted that, when mounted, the police carried their rifles in a "bucket" attached to the saddle; but the white men employed by the traders carried their rifles across the saddles, when mounted, and in their hands, when not mounted. Nobody could trust anybody. Nor could one be blamed. Was it not but a few years before this that murder had been the unfailing amusement of red man and white man alike?

There is no doubt that the Blackfeet dominated the region, but there was no indication of actual trouble at the time. The few whites from the North were practically unharmed, and their Indian and half-breed neighbors were prepared for hunting but not for war. The half dozen white women who were present sauntered about the valley as freely and nonchalantly as though at a picnic. When the Treaty Meeting was announced by the Police, it was accepted by all that an understanding had been reached prior to the announcement, and that the leading spirits of all elements of the populace were disposed for peace. This gave the apparently inadequate Police Force complete and effective command of the situation—a command that remained unchallenged throughout the entire proceedings, and, in the western portion of our Dominion, ever since. There was dynamite, and lots of it, in the "powder keg"; but no one dared ignite the fuse. Throughout the proceedings, there was not one regrettable incident. We can be assured that this was due entirely to the presence of the Mounted Police and the good work they had accomplished since their arrival in the west, three years previously.

The Police present at this meeting numbered slightly more than one hundred men. Besides their horses and rifles, their equipment also included two nine-pound, muzzle-loading cannon. But no matter what might happen, there was no possibility of their being reinforced, as there was not a foot of railroad in or near Western Canada at the time, and Fort Garry, eight hundred miles to the east, was the nearest "base".

Three years of service had established the reputation

of the force. Their square dealing, efficient action and unflinching courage alone had won the respect of the Indians. And courage alone was the key to an Indian's heart. The motto of the Police was, and still is: "Maintain the Law". And without fear or favor—without distinction of creed, race or color—they were the friends of all who did right, and equally the enemy of all who did wrong. They had the well-considered public opinion behind them, and the leaders of Indians, half-breeds and white men alike looked to them for the maintenance of law and order and willingly accorded them full moral support.

The MacLeod traders were also important figures at the meeting. Those represented were the I. G. Baker Co., the T. C. Powers Co., and the Murphy-Neal Co. Of the three, the I. G. Baker Co. was recognized as being the most important and influential. They had followed the Mounted Police to the junction of the Bow and Elbow Rivers and had established a post at Fort Calgary in 1875. Fort Calgary at that time was the northern terminal for transport by "string teams". From there northward, transport was by Red River carts. The string teams, which operated from Fort Benton, Montana, to Fort MacLeod and Calgary, comprised from six to twenty pair of oxen or mules. Each team hauled from one to three big wagons, trailing one behind the other.

The most outstanding figure of the Treaty was Commissioner Col. MacLeod of the North-West Mounted Police. He and Lieutenant Governor David Laird were the Commissioners of the Treaty.

Col. MacLeod was a Scot, of middle age and medium build. He was a very active man, full of vigour and vitality, well featured, with a short, curly black beard, and snapping, sparkling eyes—the very model of one born to lead and command. He was loved and respected by every man under his command, and there was not one member of the North-West Mounted Police Force who would not lay down his life for his "Chief". He never told his men to do anything that he himself would not do. Instead of saying: "You do this", or "You do that", he would say: "We'll do this" and "We'll do that". In meting out justice, he gave every man his due, no matter who he was. His fair-minded decisions, by inspiring

the confidence of the Indians, enabled him to achieve the apparently impossible.

The outstanding figures of the negotiations were Jerry Potts, and an old blind man, Jimmy Bird, also known as "Jimmy Rock". These men who were half-breeds acted as interpreters for the Treaty. Jimmy Bird was a Red River man but had lived among the Blackfeet for more than fifty years and spoke both Blackfoot and English fluently. His speech was distinct and clear, and he never hesitated for a word, nor asked the meaning of a phrase. His English was perfect, and no doubt his Blackfoot tongue was equally good. The fact that no question was ever raised by the Indians regarding the interpretation of the terms of the Treaty must be credited in great measure to the clear and definite understanding received by them through "Jimmy Rock" and Jerry Potts.

The terms of the Treaty were as follows:

"The Indians of and comprising the tribes of Blackfeet, Bloods, Peigans, Stonys and Sarcees surrender to the Government of Canada for Her Majesty the Queen and her successors for ever all their rights, titles and privileges whatsoever to the following lands: (here all the boundaries were laid out). Also all their rights, titles and privileges to all other lands wherever situated in the North-West Territories or in any other portion of Canada, to have and to hold the same to Her Majesty the Queen and her successors forever.

"Her Majesty the Queen, hereby agrees with her said Indians, that they shall hold their right to pursue their vocation of hunting throughout the tract surrendered as heretofore described, subject to such regulations as may from time to time be made by the Government of the Country, acting under the authority of Her Majesty's subject duly authorized therefor by the said Government.

"It is also agreed between Her Majesty the Queen and her said Indians, that reserves shall be assigned to them and that these reserves shall be sufficient to allow an area of one square mile for each family of five persons, or in that proportion for larger or smaller families, and that the said reserves shall be located as follows: (The reserves were then described). (The Blackfeet, Bloods and Sarcees chose a reserve

in common, on both sides of the Bow River above and below the Blackfeet Crossing. Their relations were amicable; but the following year, the Bloods were transferred to an new location on the Belly River, south of Fort MacLeod. The Sarcees were transferred to the Elbow River, north and west of Fort Calgary. The Blackfeet remained at the Crossing. The



FATHER LACOMBE
(Courtesy Archives of the O.M.I.)

Peigans were located in the Porcupine Hills on the Old Man River, west of Fort MacLeod, and the Stonys, at Morley, west of Fort Calgary).

"In view of the recent good conduct of the said Indians, and in extinguishment of all their past claims, Her Majesty hereby expresses her satisfaction and, through her Commissioners, agrees to make them a present payment of twelve dollars in cash to each man, woman and child here represented.

"Her Majesty also agrees that next year, and annually afterwards forever, she will cause to be paid to the said

Indians, in cash, at suitable places and times of which the Indians will be duly notified, to each Chief, twenty-five dollars, to each minor Chief, fifteen dollars, and to every other Indian of whatever age, five dollars. The same to be paid to the head of families these belonging thereto.

"Further, Her Majesty agrees that the sum of two thousand dollars shall hereafter every year be expended in the purchase of ammunition for distribution among the said Indians. Further, Her Majesty agrees that each Chief and each minor Chief, and each Chief and Councillor duly recognized as such, shall, every three years, receive a suitable suit of clothing and each Chief and minor Chief, a suitable medal and flag, and, the next year, each Chief and minor Chief shall receive a Winchester rifle."

On the 26th, Lieutenant Governor Laird for Battleford—at that time the capital of the North West Territories—and the following day, Commissioner MacLeod journeyed to the Cypress Hills to meet General Terry of the U.S. Army, and Sitting Bull, Chief of the Sioux, who had entered Canada from Montana, and whose presence might provoke serious and far reaching results.

Within two years of the signing of the Treaty, however, the buffalo had practically disappeared from the Blackfoot country. Throughout the great central plains, from the North Saskatchewan River to the Gulf of Mexico, they had been utterly destroyed; and the proud Blackfoot Nation faced destruction either by famine or war. As conditions then were, they were a numerous people. They had been "kings" in their own rights, in their own country; but, suddenly and without warning, they had been plunged into the midst of poverty.

It was a trying time for the Government of Canada, the Mounted Police, and the Indians. The Indians were partly responsible for the disappearance of the buffalo. They and the unscrupulous traders and white hunters had slaughtered these noble beasts so that they might gain a paltry dollar for the hide, leaving the flesh to rot on the open prairie.

In the interest of peace and good government, provisions were made to supply the Indians with the necessities of life, while the Government endeavored to induce them to take up

farming. For years the attempt was unsuccessful, and, at times, seemed impossible. Both sides were to blame for numerous mistakes, and there was suffering by the Indians. But through it all, the mutual good intent of the Blackfeet leaders and of the Government of Canada, as shown at the signing of the Treaty, enabled the Police to keep everything under control.

EDUCATION AND RELIGION IN ALBERTA AND THE NORTH-WEST

ROMAN CATHOLIC CONTRIBUTION

When we look upon our modern cities and towns of today and notice the grandeur of the buildings belonging to the various denominations and religious organizations, it is hard to believe that only a century has elapsed since the first Christian missionaries entered into what is now the Province of Alberta.

It was September 6, 1838, when the Roman Catholic missionaries, Father Norbert Blanchet, and Father Modeste Demers, passed through the massive gate of Fort Edmonton. They received a hearty welcome from the Governor and his family, and from the voyageurs, who had not seen a priest or a chapel since they had left Red River or York Factory.

Three days after their arrival, high mass and solemn vespers were sung. On the following day, Monday, September 10, these missionaries departed on their way. But before they left the Fort, they erected and blessed a huge wooden cross. This cross can be seen in Kane's painting of Fort Edmonton, which today adorns the walls of the Royal Ontario Museum, Toronto.

In 1843, Father Norbert Blanchet became the Vicar Apostolic of Oregon, and Father Demers, the first Bishop of Vancouver Island.

In 1842, another Roman Catholic missionary crossed the prairies from Red River to Fort Edmonton. He was Father Jean B. Thibeault, and he entered the Fort on June 19. To him we owe the establishment of the first mission at Lac Ste. Anne, about forty miles west of the present capital of Alberta. He was joined in 1844 by the Rev. Father Bourassa.

In their holy ministry these devoted men ventured across the open prairie, braving the onslaught of winter blizzards and the scorching heat of summer, ignoring the savage cruelty of the heathen Indians, swimming across the unbridged rivers, urged on only by their unwavering faith. They did not understand the Indian dialects; but they spoke French, and there were a few metis or half-breeds of French extraction who understood the Indian languages. These helped the



FIRST R.C. CATHEDRAL, ST. ALBERT, ALBERTA—1862

(Courtesy Archives of the O.M.I.)

missionaries to the best of their abilities, and, in due time, this linguistic difficulty was overcome.

On February 28, 1827, a baby boy was born at St. Sulpice, in the Province of Quebec. Christened Albert Lacombe, he was destined to win more fame and glory than any other man in the early history of the West. When he was twenty-two years of age, he entered the priesthood. On September 17, 1852, he had his first glimpse of Fort Edmonton. He was active not only in religious vocation, but also in the development of the country. He devoted no less than sixty-six years of his life to pioneering amongst the savage Indians, and undoubtedly had more influence on them than any other man. He was a scholar and a gentleman, with perfect command of the French, English and Cree languages.

Father Lacombe was a versatile man. He planted his own garden, grew his own grain, killed and dressed his own buffalo, drove his own dog team, and built his own chapels and missions. An enduring memorial to this remarkable man is the town of Lacombe, established in 1891, and named in recognition of the labors of this missionary.

He was a regular visitor to Edmonton House, even though he resided at Ste. Anne's Mission; and a passage in the Hudson's Bay Journal of that day states that on November 20, 1859, Chief Factor Christie recorded: "Mr. Lacombe had service today in the big room of the house. He had quite a large congregation—in fact, too large and too numerous to be congregating in our dwelling house. This makes me more anxious than ever to have his chapel finished as soon as is possible."

On December 8, we find the following entry in the "Journal": "Today was a holy day with the Catholics, and I offered them the day to be observed religiously, but they preferred to work, being desirous of completing the chapel before Christmas."

It was completed on December 24, in time for the Midnight Mass. This chapel was inside the stockade at Fort Edmonton and remained within that enclosure until 1876, when the circumstances were changed. The Royal North-West Mounted Police were installed; and as the Indians were anxious to conclude treaties with the Government, the church authorities were ordered to remove the chapel from the Fort and from the Hudson's Bay Company's land reserve. At this juncture, Mr. Malcolm Groat offered them nine acres of land on which to erect a new building with the old material.

The first regular school west of Manitoba was held in the little log chapel of the Fort in 1862, and the first teacher was a young Irishman named Constantine Scollen. Mr. Scollen was an Oblate Lay Brother. He was born at Newton Butler, County Fermanagh, Ireland, and taught school at Inchicore, near Dublin, before sailing for Canada. His pupils at Fort Edmonton numbered twenty, mostly children of the clerks and servants of the Hudson's Bay Company. In six years time, however, the number of students dwindled, the school was closed, and Brother Scollen enrolled at St. Albert, where he studied for the priesthood.

As early as 1855, Father (afterwards Bishop) Faroud had preluded the establishment of schools by preparing little books for the natives.

Mission schools for natives were established at Lac Ste. Anne, Alberta, in 1859; at Isle La Crosse, Saskatchewan, in

1860, and at Lac La Biche, Alberta, in 1862. Other schools were established as follows:

St. Albert, Alberta	- - - - -	1863
Fort Providence, N.W.T.	- - - - -	1867
Grouard, Alberta	- - - - -	1872
Fort Chipewyan, Alberta	- - - - -	1874
St. Laurent, Saskatchewan	- - - - -	1874
Fort Pitt, Saskatchewan	- - - - -	1877
Battleford, Saskatchewan	- - - - -	1879

With the coming of the Grey Nuns, these schools and the teaching were transferred from the priests to the nuns. By 1871 there were no less than five elementary schools in operation in the proposed St. Albert Diocese.

During the first session of Governor Laird's Council, in 1877, a petition from St. Laurent, asking for help for the local school was received. This was referred to the then Minister of the Interior, who replied in January of the following year that the Council had no authority to make grants for such purposes. In that same year, however, provisions were made for a grant of \$2,000 in aid of public schools. In 1880, such financial aid was solemnly promised to all schools which had a given number of pupils.

Prior to this, Roman Catholic missionaries, at the price of untold hardships, privations and almost superhuman efforts, had established schools and brought education to many students without Government financial assistance. On September 13, 1883, the late Honorable Frank Oliver, introduced a bill for the organization of public and separate school districts. This Bill was passed on August 6, 1884. Only then did the Catholic schools commence to receive regular financial assistance from the public civil authorities.

Meanwhile, Father Lacombe had not been idle. He had established a chapel and school at St. Albert, nine miles north-west of Fort Edmonton, and another mission at what is now St. Paul de Metis, north-east of Edmonton.

Another missionary, Father Remas, had arrived at Lac La Biche (Lake of the Fawn) on October 5, 1853. He spread the Word of the Gospels eastward to Cold Lake, westward to the Rockies, and as far north as Fort McMurray. His efforts were untiring. There were still many heathen to be christian-

ized, and Father Remas travelled far and wide over the swamp and muskeg and through the forest, swimming and fording the rivers, praying with and for the Indians at places now known as Evansburg, Edson, Marlboro, and Jasper, which today is the beautiful scenic playground of the Canadian Rockies.

Constantine Scollen was ordained a priest on April 12, 1873, and immediately departed for the Blackfeet country, in the vicinity of what is now the City of Calgary. Those mighty warriors of the plains had defied missionaries to establish missions within their domain, but they had not counted on Father Scollen. Whether it was his Irish charm that won him the favor of that confederacy of nations we do not know, but he established the first mission among the Blackfeet at what



R.C. CATHEDRAL, ST. ALBERT—1944

is now Cochrane. It was he who welcomed the North West Mounted Police into what is now Macleod. In 1875-76, he established a mission at Fort Kipp, east of Fort Macleod. The mission near Calgary expanded so rapidly that, in 1883, Father Lacombe and Father Doucet found it expedient to take out patents for homesteads about the old and new mission buildings on both sides of the Elbow River, in the district now known as the "Mission."

Bishop Grandin arrived at St. Albert, October 25, 1868, and the whole countryside seemed to vibrate with his presence. For the young West, groping in a maze of heathen

passions, ignorance and cruelty, this undaunted priest was a pillar of faith and comfort. His spiritual guidance cannot be overlooked even though the Church was established long before he came.

Speaking at Holy Trinity Church (Winnipeg) on August 10, 1884, Dr. McLean, Anglican Bishop of Prince Albert, stated: "A few years ago, during a period of distress and dearth, I have seen tears flowing from the eyes of the noble and generous Bishop Grandin, when he was speaking of the needs of his poor orphans at St. Albert. He was depriving himself of his own food to provide for those forsaken children. With all those recollections in my mind, I am not able to pay a too large tribute of praise to the charity of the Roman Catholic missionaries." He was speaking of the famine of 1880, when the Sisters fed fifty desolate and starving Indians at the St. Albert Mission for more than a month, when they had barely enough food for themselves and their orphans.

Much more could be said about the Roman Catholics and their efforts to bring Christianity and education to the West and North-West, but the object of this book is to acquaint the reader with pioneer days in Alberta, and room must be left for other memorable men of other denominations who were just as active.

METHODIST CHURCH IN ALBERTA

Many people believe that the Reverend John McDougall was the first Methodist Missionary to visit Alberta and establish that faith in this Province, but historical records tell us that, on September 17, 1840, two English missionaries arrived at Fort Edmonton. They were the Rev. Rundle and the Rev. James Evans, who came directly from Lincolnshire, England. These two stalwart Wesleyans travelled extensively and alone throughout the wilderness, but made their immediate headquarters within Fort Edmonton. The Rev. Robert Rundle stayed in this part of the country until some time in 1848. Notes in his diary state that he visited the Indians to the south of the Fort many times. Rundle Mountain, near Banff, is supposed to have been scaled by him in 1841 or '42.

The Rev. James Evans, who was Superintendent of Wesleyan Missions in the Hudson's Bay territory, was a re-

markable man; and, if misfortune had not dogged his steps, his name might have been more famous than it is. He preached among the tribes of the north and made frequent visits to Fort Chipewyan, Isle la Crosse, and Fort Vermilion. To this worthy pioneer goes the credit of being the first printer in the North-West. He made ink from soot, type from the lead lining of the Hudson's Bay Company tea-boxes, used birch bark for paper, and, in a crude way, fashioned a type machine which printed the first hymnals in the Cree symbolic language.

Unfortunately, he accidentally shot and killed his friend while on a hunting trip. Broken-hearted, he returned to his native England, where he died, in 1846. Many Indians were converted by the early Methodist missionaries, and some of them became missionaries, of a kind, amongst their own people.

During the next few years, many other missionaries of the Methodist Church had blessed the North-West Territories with their presence. Among them were the Rev. Thomas Woolsey (who was here from 1854 to 1862), Peter Erasmus, Benjamin Sinclair and Henry Steinhauer. Steinhauer was at Lac La Biche until 1857. Between them, they established missions at various places in what is now Alberta, and paved the way for the Rev. George McDougall and his son, the Rev. John McDougall, who arrived in 1862.

The Rev. George McDougall was the Superintendent of Wesleyan Missions in the northern portion of Rupert's Land, having been appointed to that position a few years previously. Missions at Victoria (now Paken) and Pigeon Lake had been established before the arrival of the McDougalls.

It is doubtful if any other family has contributed more to the history of the West than did the McDougalls. David, John, Mrs. E. Hardisty, Mrs. Harrison Young and Mrs. A. Wood—all were children of the Rev. George McDougall, who, after devoting many years of his saintly life to the christianizing of the savage Indians, met a terrible death in a blizzard in the early spring of 1876. This was but a few miles from Calgary.

He had established a mission among the Stony Indians at Morley five years previous to this, and had travelled ex-

tensively among the few scattered settlements of half-breeds and Indians who had moved west from Red River and Portage la Prairie. Many years before he visited Morley, he had assisted in the establishment of two other missions—one at Smoking Lake, the other at Jackfish Lake.

The Rev. John McDougall came into the West from Kewatin, Ontario, and his chief mission was to spread the Gospel. He did much more than that. He wrote books on the early history of the West. He established and helped establish many missions and churches—among them, the First Methodist Church in Edmonton, and the first Methodist Church in Calgary. He acted as interpreter at the signing of the Blackfeet Treaty. It can truthfully be said that he was a power among the Stony Indians and their neighbors to the north. What Father Lacombe was to the Crees, John McDougall was to the Stonys. It is believed that, when he came into the West, there was not another white man south of Fort Edmonton. Everybody was afraid of the Blackfeet and preferred to settle and trade among the more friendly tribes of the north.

In the Memoirs of the Rev. John McDougall, (published in the Calgary Herald of October 13, 1923), he states that the country was desolate and wild, and that one might travel for many days on horseback or by dog team and never meet another human being. He was speaking of the years between 1862 and 1865.

By 1873, the arduous work of this great man and his father had yielded five missions in Alberta. In 1875, they established the Methodist Church in Calgary. John was the first missionary of any denomination to preach a sermon in that city. His original service was held in the Mounted Police barracks, some time in September, 1875.

The I. G. Baker Co. had opened a trading post at Fort Calgary that same year. For more than two years, the Methodist congregation held their services in that store. Although it was customary for the store to remain open on Sunday, it was closed while the services were in progress. Mr. King, an ex-mounted policeman, was in charge of the store.

In 1879, the Rev. John McDougall built the First Methodist Church in Fort Calgary. Its location was west of Sixth

Street East, and its construction was of logs and a shingle roof. The shingles were hand whip-sawed from logs rafted down the Bow River.

In 1883, the Rev. James Turner was appointed the first pastor, and he built a new church east of the Elbow River, a few months after his appointment. Eventually this building was moved across the river to a location at First Street East, and Seventh Avenue. However, this was abandoned in 1899, and a much larger building was erected at the corner of Sixth Avenue and Second Street East. This was a somewhat pretentious building, which boasted seating accommodation for four hundred people.

In 1905, the Mother Church—the Central Methodist—was built and completed. The Rev. G. W. Kirby directed the building of this church, and his enthusiastic pastorate will forever be included in the archives of the Methodist Church. He founded and organized many other churches in Calgary, among them: Wesley, Trinity, St. Paul's, Bankview and Tuxedo. He was a remarkable minister, well worthy to carry on the work the McDougalls had left off.

The Methodists also played a prominent part in the education of the Indians. In 1864, they established mission schools at Victoria and at Whitefish Lake. The first teacher at Whitefish Lake was Mr. Ira Snyder. Two years later, his duties were taken over by Miss E. Barrett. John McDougall was at first in charge of the Mission at Pigeon Lake and was afterwards transferred to Morley. He was on his way to establish a mission at Pincher Creek, when he learned of his father's death. The responsibility thrust on his shoulders by this tragedy delayed the opening of the Pincher Creek Mission for more than two years.

In 1871, the Rev. George McDougall staked two claims for the Methodist Missionary Society in Edmonton. The original First Methodist Church was built on these lots. It, also, was built of logs. As in the erection of the Morley Mission and the Calgary Church, the shingles were trimmed by hand. The Historical Society of Alberta have completed arrangements to preserve the original Edmonton Church, and it will be used as a museum.

Although Mr. Rowand could claim to be the "Father of Fort Edmonton", the Rev. John McDougall and his pious

father, the Rev. George McDougall, were certainly the founders of Modern Edmonton. They were equal to the task committed to them by their superiors, and many of their exploits have been published from time to time.

ANGLICAN

The Anglican Church (Church of England) did not come into Alberta until after the Roman Catholic and Methodist; but, like these other denominations, it had its own great missionaries.

It is believed that the first Anglican missionary ever to work in Southern Alberta was the Rev. G. McKay, who established a mission at a point immediately south of Fort Macleod in 1879. This district, at the time, was part of the Diocese of Saskatchewan.

In the northern portion of the province, however, it was a different story. In 1854, the Rev. J. Hunter (Archdeacon Hunter) instructed the Rev. James Beardy to visit Fort Chipewyan and to minister to its inhabitants. It is not certain whether the Rev. James Beardy carried out these instructions or not; but, if he did, he very likely travelled from York Factory via the Churchill River, and thence by way of the Clearwater and Athabaska Rivers.

Archdeacon Hunter himself travelled along this route when he visited Fort Chipewyan in 1858. He stayed at the Fort for at least a year. He was relieved by Archdeacon Kirby in 1859.

In 1865, that great man, the "Apostle of the North", the Rev. William C. Bompas, afterwards Archbishop of Athabaska, arrived in the West about Christmas. He devoted himself mainly to the Mackenzie district but made frequent visits to the Indians in the outlying districts, notably Fort Vermillion on the Peace River. For more than forty years, the name of William Carpenter Bompas was an inspiring name in the far and near North; and volumes could be written of the great work accomplished by him.

He never stayed long at one place. His trails could be followed from Fort Simpson to Fort Norman and Fort Wrigley, across the mountains into the Yukon, and back to Fort Vermillion and Fort Chipewyan—anywhere and everywhere he

was wont to travel. It is said of Archbishop Bompas that he was more native than the Indians themselves, and that he was equally at home in a teepee or a palace.

Between the years 1870 and 1880, he translated the Testaments into many Indian dialects, and is consequently well worthy of recognition as a true apostle of the North.

On Trinity Sunday, 1883, a young clergyman was ordained at St. Paul's Cathedral, England, and was immediately instructed to leave at once for Blackfoot Crossing in the far Northwest of Canada. This man was to be the beloved Venerable Archdeacon Tims. He was greeted upon his arrival at the Crossing by the Rev. S. Trivett, who had been engaged in missionary work in the Macleod district for more than two years.

Although the Roman Catholic and Methodist ministers had achieved wonderful results among the Sarcees and Peigans, there were still many of the Blackfeet and Bloods who knew nothing of the Christian faith.

The Rev. J. W. Tims started work as soon as he arrived at the Crossing, and built first, a house; then, a church; and, finally, a school. A few years later, a Miss Brown, an Anglican missionary from Eastern Canada, came to assist him and taught at the school.

The Rev. J. W. Tims learned the Blackfeet dialect and translated the scriptures into that tongue. In 1887, he was made a member of the Synod of Calgary. The following year, he was appointed Chaplain to the Lord Bishop of Calgary; and, in 1895, he became Archdeacon of Macleod. The Rev. S. Trivett founded missions among the Bloods and held regular services at Macleod. He also opened the first Anglican mission at Pincher Creek in 1882.

The Rev. H. T. Bourne taught school at the Blood reserve for a short time; and, after the Riel Rebellion, he taught school at Pincher Creek. He lived among the Indians and opened a boarding school for Indian children, which has developed into the St. Peter's Home at Brockett.

In 1885, the Rev. H. W. G. Stockman was assigned to minister to the Blackfeet, and served them faithfully for 37 years. The Rev. G. H. Matheson went to Lethbridge from Prince Albert, Saskatchewan, in the spring of 1886. He did

not remain in that locality for very long; but, while there, he built a church and organized a congregation.

In February, 1883, seven men, grouped around the stove in G. C. King's store at Calgary, composed a letter to Archdeacon Tims requesting that services be held at Calgary. These men were J. C. Fitzgerald, G. C. King, J. Geddes, Sergeant-Major Lake, Dr. Lindsay, Mr. Pettet and Mr. Thomas. Arrangements were made to hold services every second week. The first Anglican service ever held in Calgary was conducted inside the Mounted Police Barracks; and the policemen, under the command of General Steele, paraded to the service. The seats were nail kegs. Mrs. Shaw's organ, which provided the musical setting for the service, was taken to the barracks on a wheelbarrow. There were about eighty persons present.

Services were held in the barracks until Easter, 1884. At once funds were secured to start work on a church, and the Rev. E. Paske Smith of Oxford, England, was appointed minister. On his arrival, he held his first service at Boynton Hall, Eighth Avenue East, on May 24, 1884. Calgary's pioneer Anglican church was built on the present site of the pro-Cathedral.

In 1875, the Rev. William Newton (Canon Newton) visited Fort Edmonton and there established an Anglican Church. He also built a "Hermitage" at Belmont, a few miles north-east of the Fort. He was continually travelling by dog team to the camps of the engineers who were surveying for the proposed Canadian Pacific Railways, and to the Mounted Police, who were established at Fort Saskatchewan.

The following year (1876) the Rev. Bishop McLean visited Fort Edmonton and discussed the building of the church. The Rev. William Newton, who had arrived on September 28, 1875, had already laid the foundation for the church, and held services in the settlers' homes. Finally, he purchased five acres of land from Malcolm Groat, a pioneer settler, for five dollars. When this land was surveyed, it was found to be nine acres instead of five. The church was built at what is now 121st Street and 100th Avenue, at a cost of approximately \$2,000. A committee of local men subscribed but thirty dollars. The frame of the building itself cost \$240, and the Rev. W. Newton paid this himself from his own funds.

The Church authorities donated a further \$500; and, after a series of financial difficulties, the church was finally completed and named ALL-SAINTS.

With the influx of a large number of settlers between the years 1881-83, it was necessary to hold meetings and services in "downtown" Edmonton. So in 1891, a second church was built at 106th Street and 100th Avenue. The Rev. C. Cunningham was placed in charge. However, the steady growth of Edmonton's population demanded that still another church be established on the present site of All-Saints. This church was opened for service on January 6, 1896, and the minister in charge was the Rev. Alfred Stunden. The following year, the Rev. H. A. Gray (who in 1914 was to become the first Anglican Bishop of Edmonton), succeeded the Rev. Alfred Stunden.

This church was enlarged in 1905, but it was destroyed by fire on December 22, 1919. Induced by the need of their brethren, the First Presbyterian Church placed its buildings at the disposal of the Anglicans, and services were also held in the basement of the Cattistock Block, on Jasper Avenue.

In 1892, the Anglican Church had established three schools among the Blackfeet, three among the Bloods, two among the Sarcees, and one among the Peigans. Others had been established for many years at Hay River, Lesser Slave Lake, Fort Simpson, Fort Norman, Fort Wrigley and other northern points. In 1913, the Diocese of Edmonton came into being.

The corner stone of the present All-Saints Cathedral was laid by the Right Rev. W. C. Pinkham, Bishop of Calgary, on September 17, 1921.

Many more Anglican churches have been built in Edmonton since the day when the faithful Rev. William Newton arrived, and they all constitute a monument to the work of that great missionary.

PRESBYTERIAN CHURCH

The Presbyterian Church in Alberta owes much of its history to the late Dr. David McQueen, who was for 43 years minister of the First Presbyterian Church in Edmonton. He did not, it is true, establish the first church in the province;

but, as a minister and a pioneer, he ranks with Father Lacombe and the Rev. John McDougall.

Dr. James Robertson visited Alberta before 1881 and paved the way for the Presbyterian "kirk". He was known from Halifax to Vancouver as the "Great Superintendent".

In 1881, the Rev. A. B. Baird was sent to Edmonton and arrived on or about October 29. Many of the Hudson's Bay employees were either Scots or of Scottish descent, and they had made numerous requests for a resident minister of their own faith.

The first service was held in the Methodist Church on November 3, 1881, and at the conclusion of the service, a meeting was called for November 5. This meeting was held at James McDonald's carpenter shop, located at the corner of what is now 99th Street and Jasper Avenue. The congregation was organized, and a committee appointed. They secured the upstairs of a building a few yards east of the present "Edmonton Bulletin". This was to be used as a meeting place, and meetings were held in it for a few months.

The charter members at that time were: Mr. George Blake, Mr. Hugh McKay, Mr. James Petrie, Mr. A. Hutchings, Mrs. P. Heimick, Mrs. A. Omand, Mrs. J. Goodridge and Mrs. Henderson. These names, along with those of Dr. Baird and Dr. McQueen, may be seen at the entrance of the present church.

In March, 1882, the Hudson's Bay Company donated four lots at the corner of 104th Street and 99th Avenue, for the site of a church. The former manse of the church stands on these lots today. Building was started immediately, and on November 5, 1882, the church, fifty feet by thirty feet, with walls fourteen feet high, was formerly opened. It had a seating capacity of slightly more than one hundred. Dr. Baird also started missions at Belmont, Fort Saskatchewan, Sturgeon River and Clover Bar, and held regular services at these places.

By 1887, Presbyterian ministers were located at Edmonton, Calgary, Macleod, Lethbridge, Medicine Hat and High River. On June 27, of that same year, a young minister arrived in Edmonton from the mission fields of Northern Ontario. He was David McQueen. He had been appointed to

replace Dr. Baird, who had been called back to Winnipeg, and who left Edmonton in the autumn.

No sooner had the Rev. David McQueen arrived at Edmonton, than he decided to build a church at Fort Saskatchewan. He worked side by side with the men of the congregation of the church, and the new church was opened in the spring of 1888. Another church had been built in the same way at Clover Bar before the end of 1888, and an Indian Mission School had been started at Stony Plain. The congregation, which had grown in size and wealth, built the manse in 1892.

By 1902, the membership of the church had grown so tremendously, that plans were made for the building of a



PIONEERS: Left to Right: Murdoch McLeod, Campbell Young, Rev. D. G. McQueen, J. A. McDougall and Howard Douglas. (In rear): J. D. Nicholson and Sheriff John Rae.

brick church on south-east corner of Jasper Avenue and 103rd Street, opposite the Hudson's Bay Company store. This church was dedicated in 1902. But Edmonton was still expanding, and Jasper Avenue was heavily assessed, with the result that this property was sold and the present church erected. The first service was held on March 3, 1912. It was dedicated on June 3 of that year, and Dr. Milligan of Toronto and Dr. A. B. Baird preached sermons.

The first Presbyterian Church started and helped several smaller churches in the city. The few settlers on the south bank of the river at Edmonton, asked the Rev. David McQueen to conduct services on the south side. Accordingly, he held services in the hotel on the south side, built by the railway officials and later known as the Strathcona Hotel. For a short time, he also held services in the station house, using planks laid on blocks for seats. A student, Wm. D. Dickie, who taught school at Clover Bar, was the first missionary in 1891. He was followed in 1892 by David Arnott, M.A. a student from Edinburgh. It was during his stay that a small Union church was built on the site of the present Metropolitan Church. In 1894, the first Presbyterian church building on the south side was erected at a cost of \$1,400 on lots donated by the Calgary-Edmonton Railway, on the corner of 104th Street and 84th Avenue. Rev. J. S. Muldren was the minister in 1895, followed by Rev. W. L. Atkinson, in 1896.

In 1905, the First Presbyterian Church, opened a mission in the East End of Edmonton. This was later known as Westminster Presbyterian Church, and still later as the Central Presbyterian Church.

It was in October, 1906 that another Presbyterian mission was requested in the north-eastern part of Edmonton, and in 1908, a Presbyterian church, later known as Erskine Church, was opened and dedicated.

In 1909, Robertson Presbyterian church was erected at a cost of \$4,000. It had seating accommodation for 350 and was located at 116th Street and 102nd Avenue.

In 1910, sites for the Chalmers and McQueen churches were secured at North Edmonton and Calder. The McQueen church was located at North Edmonton and the Chalmers church at Calder. Rev. Jno. Wood was ordained minister of the two congregations, on July 8, 1911.

By 1925, the Presbyterian Church, as a result of the faithful work of its pioneers, had established eleven churches in Edmonton. However, in that year, many of these churches joined the Union or United Church of Canada. The total membership was cut from 3,542 to 1,443, the number of families from 1,771 to 882. The Presbyterian people witnessed the disruption of their work, but they accepted the

verdict and immediately began the work of reconstruction.

In June, 1883, the Rev. Angus Robertson held the first Presbyterian service in Calgary—in the store of the I. G. Baker Co. There were no less than thirty people present. That year, the first church (Presbyterian) was built on the east side of the Bow River, at the cost of approximately \$1,000. But the rapid growth of the town, due, no doubt to the coming of the C.P.R., demanded that a larger building be established. A new church was erected in 1896. This was dedicated in November, 1887 by Dr. Pitblado, of Winnipeg, Dr. Robertson, Superintendent of Missions, and the Rev. Mr. Betts of the Calgary Methodist Church. The minister at the time was the Rev. J. C. Herdman; he remained as pastor until 1902, when he was appointed Superintendent of Home Missions. He was a bulwark of the Church, and was respected by all. His wisdom and knowledge is acclaimed by many old-timers of southern and central Alberta.

The Rev. John A. Clark succeeded him, and he was well worthy of the duties conferred upon him. It was under his pastorate that the present Knox Church was built. At that time, and even until this day, Knox Church is one of the most beautiful and best equipped churches in Western Canada.

Dr. Clark resigned at the end of 1915, and Dr. Fulton was the pastor from January 1916 to January 1917; then the Rev. Mr. Frazer of the First Presbyterian Church, Vancouver, was inducted as pastor. His pastorate, however, was very brief, as he died shortly after his appointment.

The Rev. J. Macartney Wilson succeeded him, and his ministry was enjoyed until early in 1923.

The Grace Presbyterian Church was opened and dedicated in July, 1905. The first two ministers were the Rev. C. A. Mayers, who served for one year, and the Rev. A. McWilliams, who stayed until the fall of 1910. This church was pulled down however, and the present Grace Church was built and dedicated in 1912, of which Dr. A. Esler was appointed minister.

It is interesting to know that a Presbyterian minister, the Rev. George Nesbitt, came up the Saskatchewan River in the summer of 1860, looking for a point of vantage to begin work among the Indians. He returned to Prince Albert, Saskatchewan, and became virtually the founder of that city.

BAPTIST CHURCH IN ALBERTA

In one sense, the Baptist Church is not a newcomer to Alberta. Although it was not established prior to the coming of the railways, it was well represented among the original force of the North West Mounted Police, and, as far back as 1879, Baptist meetings were held at Macleod. But its history really began at Calgary, where the First Baptist Church was organized in the home of Mr. and Mrs. E. King, on May 15, 1888.

The Charter members were Mr. and Mrs. King, Mr. and Mrs. Eshelman, Mr. Van Wart, Mr. S. Povah, and Mrs. George Christianson. At that time there were not more than sixteen Baptists in the whole Calgary vicinity.

At the beginning of February, 1889, the North West Land Company graciously donated two building lots on the corner of Sixth Avenue and Second Street West for the erection of the First Baptist Church buildings. Work was started at once. On August 31, 1890, the church was opened by the Rev. Alexander Grant, Minister of the First Baptist Church, Winnipeg, Manitoba. The initial cost of this building at completion was \$2,065.90.

Eventually, two more lots adjoining the church were purchased for \$650, and a parsonage was built at a cost of \$1770.

The church had numerous trials; but, nevertheless, its membership expanded, and in 1899, four more lots were purchased at the corner of Seventh Avenue and First Street West. These four lots cost \$1,000. The following year, new church buildings, at a cost of about \$9,000, were erected on these lots.

It was in 1910 that the site of the present First Baptist Church was purchased. The buildings, including the parsonage, were officially opened on May 12, 1912.

Other churches were later organized according to expansion of membership: the Heath Baptist, in 1907; Olivet Baptist, also in 1907; Hillhurst Baptist, 1908; Crescent Heights, in 1909, and so on. The first mission church was started early in 1900, by members of the First Church.

The originators of the Baptist Church in Edmonton were Thomas Bellamy and his noble wife. They were attracted to

this Province of Promise, in 1892. Leaving their home in Winnipeg, they followed the railway to Strathcona; thence to Edmonton, which then was nothing more than a hamlet.

Mrs. Bellamy tells us that the mail came once a week, but they could always look forward to receiving their copy of the magazine "The Canadian Baptist". Three copies of this religious paper were enclosed in a single wrapper—one for the Bellamy family, one for Mr. Robert Manson, Superintendent of the Sunday School (which was held in the Presbyterian Church), and one for Mrs. John Kennedy, who lived at Poplar Lake, about eight miles north of Edmonton.

Lasting friendships sprang up among these people, and invitations to visit each other's homes were made, with the result that by April 29, 1892, three more ardent Baptists had been rounded up. The first Baptist meeting in Edmonton was held in the Bellamy home on that date. Those present were Douglas Petrie, Mrs. John Gainer, John Kennedy, Charles Alger of the Calgary Baptist Church, Mr. Manson and Mr. and Mrs. Thos. Bellamy. Mr. Alger was appointed chairman, and Thomas Bellamy secretary.

On May 3 of that year, the Rev. Mr. H. G. Mellick, Superintendent of Missions, wired Mr. Manson, asking whether it would be worth while for him to visit Edmonton for one day only. Mr. Manson wired back: "By all means, come".

On the last Tuesday in September, 1892, a meeting was held in the Bellamy home, which was situated in exactly the same location where the Tegler Building stands today, but at that time not another house was visible through the surrounding trees. Deacon D. C. Cameron, of the Winnipeg Baptist church presided over this meeting. Mrs. Bellamy moved, and Mrs. Gainer seconded, "That we organize a Sunday School on the first Lord's Day in October, at three o'clock in Ibbetson's Hall". Deacon Cameron gave the first contribution to the funds of the Sunday School, and Mr. Manson became the first superintendent. It was a heroic step for Mr. Manson to make—to leave the Presbyterian Church where he was in charge of the Sunday School, and where his work was so much appreciated and had such a helpful band of workers, to assume leadership of a new school with only a few unknown and untried Baptists. Mr. Petrie, who had been a Bible class

teacher in the same school, also came over to the Baptist Sunday School.

There were thirty-one present at the opening of the new school on October 1, and the visitors were the Rev. A. and Mrs. McDonald and the Rev. Mr. Mitchell, who all came from Grafton, North Dakota.

Some time previous, a mission circle had been organized with three members:—Mrs. Gainer, Mrs. Beals and Mrs. Bellamy. This was the first Baptist Mission circle in Alberta, and in fact, the first woman's missionary society of any denomination in the province. This circle was organized by Mrs. Bellamy in her home on May 24, 1892.

The First Baptist Church of Edmonton was organized on February 19, 1893, in Robertson's Hall, located on Jasper Avenue East. A unanimous call was extended to the Rev. Alexander McDonald, of Grafton, North Dakota, to become pastor. He accepted, and the first regular Baptist Church service was held in Robertson's Hall on March 29, 1893. Services were held at South Edmonton at 11 a.m. and at Edmonton at 7 p.m. each Sunday, and at Poplar Lake, eight miles to the north, on every fourth Sunday.

It was decided to erect a church as soon as possible, but a firm stand was taken not to solicit funds outside the church membership.

On June 1, 1893, Mrs. Petrie, Mrs. Gardiner and Miss Sarah James, were the first to receive baptism, the baptism taking place in the Saskatchewan River, near Fraser's mills. These three people were the first of many to be baptized in the mighty North Saskatchewan River, in the Edmonton district.

After many discussions, it was decided to build a chapel on 100A Street and 102nd Avenue. This chapel or church was built of red brick for the foundation, and of brick and lumber frame. It was forty feet long by twenty-six feet wide, and to this was built an addition, twenty-six feet by twelve feet, to be used as a vestry. The cost was \$2,330. The pews came from Waterloo, Ontario, as well as the other furniture, including a pulpit, chairs and communion table. The total cost of the building complete with furnishings was \$3,330. The seating capacity was 200.

This chapel was formally opened by Pastor Wise, of Calgary, on January 28, 1894. However, the congregation grew to such immense proportions, that it was decided to build a bigger church at the corner of 102nd Street and 102nd Avenue. The corner stone of this church was laid in 1905 by the Rev. F. W. Patterson of Calgary, and the building was formally opened in November, 1906, by the Rev. John McNeill of Winnipeg.

The South Edmonton Baptist Church was organized in March, 1895, two years after the First Church. Immediately after the organization, the congregation implored the Rev. A. McDonald, of the First Church, to become their Pastor.

For nearly two years, the First Church was without a pastor, as Mr. McDonald had accepted the "South-Siders" invitation. But the members carried on magnificently until June 7, 1896, when the Rev. C. B. Freeman became Pastor.

Mr. Freeman resigned his pastorate in May, 1901; but during his term of office, he proved most energetic and did much for the Baptist Church in the Edmonton vicinity. In 1897, he organized a church at Sturgeon, eighteen miles north of Edmonton. There were fifteen members in this organization.

The Rev. A. M. McDonald, of Medicine Hat (no relation to the Rev. A. McDonald), having accepted the position vacated by Mr. Freeman, resigned in 1908, and was succeeded by the Rev. F. W. Patterson, who stayed until June, 1916.

GENERAL EDUCATION

When Father Lacombe and Brother Scollan opened their school within the stockade of old Fort Edmonton, they paved the way for the present day educational facilities of which we are so justly proud. It is a long step from a one-roomed log cabin to a modern university; but, because of the foresight of the missionaries, and the untiring efforts of our forefathers, we in Alberta can boast of an educational system that is on a par with any in the Dominion.

From 1868 until 1874, there is no record of any school in Edmonton, but for a short while (1874-76), it is believed that a Mr. De Verey taught school in his home on Ross Flats, in the Edmonton district. His pupils were children of the Fort employees.

By 1873, the year before the Mounted Police made their famous march from Dufferin, there were ten schools in Alberta: five operated by the Roman Catholic Church, and five by the Methodist Church. These were mission schools and were operated by the missionaries. But in 1881, the Hudson's Bay Company donated four building lots to be used as a school site in Edmonton, and voluntary subscription paid for the building of the school. The first teacher in this school was Mr. Jack Harris.

The Edmonton School District was erected in the days of the North West Territories and was part of the territorial system of education. District No. 1 was Moose Jaw, Saskatchewan; Edmonton was the seventh District to be organized. When the provinces were formed, the Districts were not re-numbered; consequently, Edmonton, although it is the oldest School District in Alberta, is still known as No. 7.

It was during the sessions of the Legislative Council of the North-West Territories, in 1885, that Frank Oliver, D. H. McDowell, John C. Hamilton, T. W. Jackson, William White and James Ross passed the act which constituted the organization of School Districts.

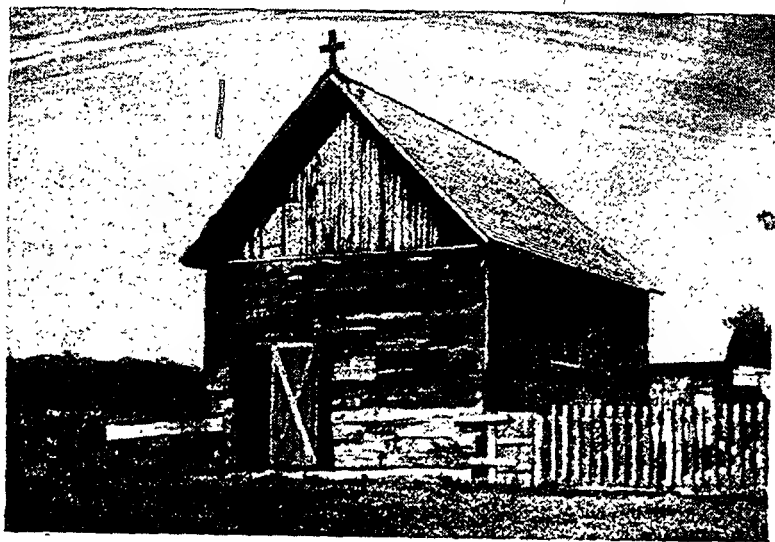
Matthew McCauley was the first chairman of the Edmonton Public School; and he held that position for eight years. In 1901, another school, Queen's Avenue, was built.

In 1908, the Norwood school and Syndicate Avenue Roman Catholic Separate schools were built in Edmonton.

At that time there were fifty-five teachers in the Edmonton School District, eight of them being high school teachers.

In 1886, the first school was built at the old crossing at Red Deer, five miles south-east of the present city. Like Edmonton's first school, it was built by voluntary contribution, but it was of log construction. Mr. Charles Eggleston was the first teacher.

With the coming of the railway from Calgary to Strathcona, in 1891, another school was built east of the right-of-way. The teacher of this school was Miss H. M. Keast. In 1898, the population of Red Deer had grown to 125, thirty-five



FIRST SCHOOL IN N.W.T. AT EDMONTON, 1861.

Built by Father Lacombe, O.M.I.

(Courtesy Archives of the O.M.I.)

of whom were pupils of the school. One year later, there were seventy-two pupils, and a Miss Stewart was engaged to assist Miss Keast, who became principal.

In 1875, Father Doucet, a Roman Catholic Missionary, established a mission school at Fort Macleod, but the school district was not formed until 1885.

Calgary's first school was built in 1883 at the corner of Ninth Avenue and Fifth Street East, and the teacher was

Mr. J. W. Costello, and afterwards, Mr. J. Spencer Douglas. At that time there were but twelve pupils.

Mr. Stephen Jarrett was chairman of the Calgary School Board at the time of its inauguration in 1885.

By the fall of 1885, there were seventy pupils at the school, and the lower part of a two-storey building on Second Street East and Eighth Avenue, was rented by the School Board. In 1886, the Catholic Sisters opened a convent on Eighteenth Avenue (near the Sacred Heart Convent of today), and this was used as a private school.

In 1887, as the school accommodation was inadequate for the growing population of Calgary, the Central School, boasting four rooms, was erected at First Street West and Fourth Avenue. Miss Dowling was engaged as teacher, and in the fall of that same year, three more teachers were engaged.

The first High School Department in Alberta was established at Calgary in 1889, and Mr. Short was engaged as principal. At that time there were 365 pupils (thirty-two of whom attended high school) and eight teachers.

When Alberta became a province, on September 1, 1905, there were 602 organized school districts within its boundaries. The Premier, Hon. A. C. Rutherford, was Minister of Education; Mr. D. S. MacKenzie was Deputy Minister, and Mr. G. F. McNally, the present Deputy Minister, was Supervisor of Schools.

From time to time the Department of Education received word that many settlers in the outlying districts were unable to organize schools, as the proposed school districts did not contain the requisite number of children of school age. Accordingly, at the first session of the Legislature of Alberta, in 1909, an Act of Amendment was passed "whereby a school district may be established though there be only eight children between the ages of five and sixteen years actually resident in the proposed district".

At that time, many of the school teachers were homesteaders; but, even so, the first thought in their minds was not farming, but teaching; and they made many sacrifices that Canadian youth should receive the fundamentals of a sound education.

The school population in 1905 was: rural, 13,619; urban, 10,635—a total of 24,254.

In 1905, there were but 476 school districts in operation in Alberta, and the number of teachers employed was 723. By the end of 1920, fifteen years after Alberta became a province, there were no less than 3,215 organized school districts in Alberta, and of these, 2,826 were in operation. It is doubtful whether any other province in Canada can boast of such a remarkable educational expansion in such a short period.

Education in Alberta is both compulsory and free. All children between the ages of seven and fifteen years are obliged to attend school. The North-West Council decreed that one-eighteenth of all land in the North-West Territories (7,000,000) should be reserved for schools, that portions of this land should be sold from time to time, but that none should be leased for farming. Permits for grazing, mining and lumbering could be granted; but all monies received from these sources had to be invested for education, and, in Canadian securities.

Many missionaries of all denominations have played a prominent part in the education of Albertans. The most outstanding of these churchmen have already been named. Father Lacombe is memorable for the establishment of schools and missions, and the translation of the Cree and Blackfeet dialects. The Rev. John McDougall and the Rev. Dr. Baird are equally memorable in the same category. But it is doubtful if any minister of the gospel devoted more of his time to the cause of education than the great Presbyterian, Dr. McQueen of Edmonton.

In 1886, school inspectors for boundaries within Alberta were appointed. They were the Rev. J. McLean, Methodist minister of Macleod, and Mr. J. W. Costello, R.C., Calgary for the Calgary-Macleod District; and the Rev. Dr. Baird, Presbyterian minister, and the Rev. Father L'Estanc, R.C., for the Edmonton District. The next year Mr. Baird was called to Winnipeg, and the Rev. D. McQueen was appointed in his stead.

In those days school inspectors experienced a hard life, travelling across uncharted territory, either by horse and buckboard or by dog team, and many times without either; carrying their food and equipment with them, and often sleeping beneath a canopy of stars, in summer heat or winter cold. But a better selection of dependable inspectors could not have

been made. They built schools and churches, ministered to the sick and dying, to the Christian and the pagan. They baptized the children and buried the dead; nothing was considered too much for those great men.

The northern district included Edmonton, Namao, Belmont, Poplar Lake, Red Deer, Victoria, Stony Plain and Clover Bar; the southern district comprised Calgary, High River, Morley, Macleod and Pincher Creek.

Soon after its inauguration, the Alberta Board of Education impressed upon the Federal Government the necessity of grants for high schools, training schools for teachers, and the provision of land grants for Universities; and a compromise was effected.

Mr. Frank Oliver and the Rev. D. McQueen were the driving force of these negotiations. In 1892, the Board of Education of the North-West Territories was replaced by the Council of Public Instruction, and Dr. Goggins was appointed Superintendent of Schools for the whole North-West Territories.

On November 8, 1906, the Hon. A. C. Rutherford, first Minister of Education for Alberta, opened the Calgary Normal School. This school was the result of the untiring efforts of the Hon. Frank Oliver and the Rev. D. McQueen. In 1922, the Calgary school board purchased it for use as a public school. It is now known as McDougall School, in honor of the great ministers of that name.

A practice school in connection with the Normal School was organized in 1908. Although it was to all intents and purposes a ward of the Calgary School Board, it was under the control of the Department of Education regarding the engagement of teachers, discipline, and general management.

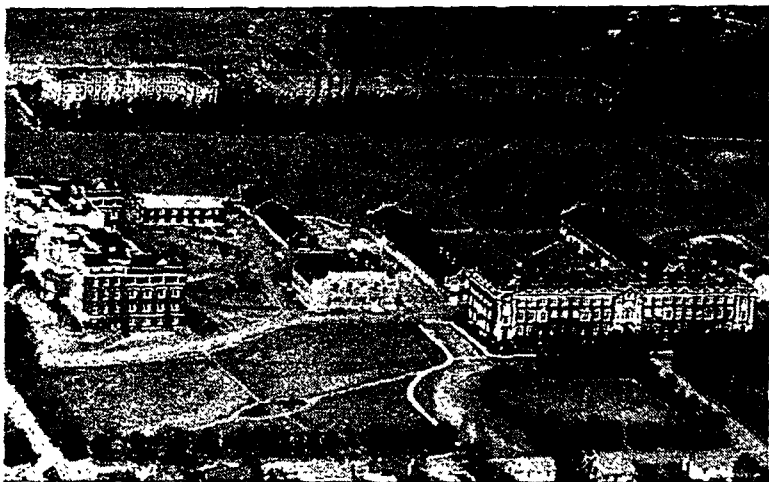
Provincial autonomy was a proved blessing to the settlers of the west. Under the jurisdiction of the Alberta Department of Education, a \$100,000 school was erected at Lethbridge in 1908-09. This was a twelve-room public school. In 1914, the Separate School Board of that city erected a solid brick, eight-room school—St. Basils. Other modern brick schools were opened that same year at Vegreville (St. Martin's), Calgary, Irvine, Hardisty and Edmonton.

Immediately after the Province was created, the demand for teachers increased enormously; and a second Normal

School was opened at Camrose. It was, at the time, and for many years afterwards, one of the best equipped institutions in the Dominion. Until that time, the majority of Alberta school teachers had taught "on permit".

In the department of household arts, were located a sewing room, kitchen, pantry, dining room and laundry. Other rooms were the library, art and elementary, manual training, woodworking and metalworking, and the primary department. The assembly hall, capable of seating more than 400 persons, was equipped with a stage and movable chairs. This school operated until June 30, 1938.

The Edmonton School Board opened a class for Normal School students in the Highlands School in January, 1920, but it was closed in 1923.



UNIVERSITY OF ALBERTA, EDMONTON—1944

The present Edmonton Normal School was formally opened by the then Minister of Education, Hon. Perren Baker, on January 3, 1930. This school was also closed in 1933, but was re-opened on October 2, 1935.

Mr. G. S. Lord was the first principal of the Edmonton Normal School. In the winter term, there were fifty-six male and two hundred and seven female students.

Technical schools have improved the educational facilities of Alberta, and they have been successfully operated for many

years. Although the Edmonton Technical School was officially opened November 8, 1920, and the Provincial Institute of Technology and Art, Calgary, early in 1923, vocational training schools were already in operation at Bankhead, Brule, Bellvue, Calgary, Drumheller, Edmonton, Lacombe, Lethbridge, Macleod, Medicine Hat, Mountain Park and at other principal points throughout the Province. At these schools it was possible for a student to receive instruction covering a wide field: engineering, mechanics, machine precision work, gas and diesel engines, welding, woodworking, etc. Many of our skilled craftsmen of today received their initial training at these Technical Schools.

Still another advance in the education of Alberta youth came in the fall of 1913, when the Claresholm, Vermilion, and Olds schools of Agriculture were officially opened, and in the summer of 1920, when three more of the same kind were opened at Gleichen, Youngstown and Raymond.

When education was first introduced to the settlers of this province, it was based practically on the three R's, but today there is hardly a subject that cannot be learned in our schools or University.

The University of Alberta, located in Edmonton on the south side of the North Saskatchewan River, is not without an historical background. In 1907, it was decided to place the University close to the capitol and this decision caused a good deal of ill-feeling throughout the province, especially in the south. When it became known that Edmonton was chosen, there was a real estate boom near Clover Bar, as it was rumored that the location of the great institution was where the Gold Bar Ranch stands today—about two miles beyond the Edmonton City limits. Instead of the Gold Bar Ranch, John McPhaden's farm was purchased by the Department of Education, and some of the university buildings are built on it. Mr. McPhaden bought the farm from another old-timer, John Ashen.

Prior to the building of the University, classes were held at Queen Alexandra School, in 1908. A few months later, in the spring of 1909, they were transferred to Strathcona High School.

Dr. H. M. Tory, of McGill University, Montreal, was appointed first president of the University of Alberta, and Mr.

Justice C. A. Stuart, of Calgary, Chancellor. On September 23, 1908, forty-five students enrolled, and by 1929-30, there were approximately 1600 students attending classes.

Graduates from the University of Alberta have travelled far and wide, spreading the fame of this esteemed institution all over the world.

The distinguished Dr. James Bertram Collip, co-discoverer of insulin, entered the University of Alberta in 1915, as a lecturer in physiology and biochemistry. After a period of six years devoted to teaching and research in endocrinology, he was awarded a Rockefeller Fellowship, and went east to the University of Toronto, where he became associated with Dr. Banting and Dr. Best.

Today, there are many teachers, lawyers, physicians, surgeons, engineers, specialists, etc., who have received their training and diplomas at the University of Alberta.

AGRICULTURE IN ALBERTA

It is believed that the ancient traders of the Hudson's Bay Company and the North-West Company grew vegetables for their own use as early as 1819, and records indicate that small plots of barley were known to have ripened in the Fort Vermilion district of the Peace River in 1825. But the credit for establishing the first grain farm goes to the Roman Catholic missionaries.

Their archivist advises us that at Lac La Biche mission, eight hundred miles west of the Red River, and more than one hundred miles north of the North Saskatchewan River, wheat was successfully grown by the Oblate Fathers, Maissonneuve and Remas, in 1855. From that day until the present time, wheat-growing has always been a success at this point. Not only wheat, but also root crops—potatoes, carrots, turnips, etc. Vegetable gardens were always cultivated at the missions; and it is well known that the Ste. Anne Mission, which was located west of Edmonton, supplied the colonists with garden produce for many years.

Father Lacombe undoubtedly contributed more to the early agricultural activities of this province than any other man, religious or otherwise, for it was he who introduced the plough and instructed the Indian and half-breed in the noble art of farming. More than that, he built the first grist mill in what is now Alberta. This was in the year 1863.

The surveyors of the railroads have made reference to the mission farms from time to time. It appears that, whenever a mission was established, grain and vegetables were grown by the priests. For twelve years previous to the arrival of the Mounted Police in the west, wheat and barley had been grown at St. Albert Mission. And wheat grown by the priests at Fort Chipewyan, nearly five hundred miles north of Edmonton, won a prize at the Centennial Exposition at Philadelphia, in 1873.

Anyone who knows this locality will appreciate the work done by those hardy pioneers in making a farm in the midst of nothing but muskeg and rocks.

Further north, at various places, such as Fort Smith, Fort Resolution, Hay River, Fort Providence and even at Fort Rae, the priests have not only built schools and churches, but have cultivated farms also. At these farms practically every

kind of produce has at some time or other been successfully grown. This includes tomatoes, cucumbers, chard, etc.

The missionaries also introduced cattle and horses into the northern part of Alberta, and even today oxen play a prominent part in the development of the mission farm at Fort Resolution.

Old-time settlers were told that Portage la Prairie was the western limit for wheat growing; beyond that, the ground never thawed out. But they did not know what the western country was like. The Hudson's Bay Company did not want settlers to move in, as that would be harmful to the fur in-



HOMESTEAD IN THE PEACE RIVER DISTRICT—1919

dustry. However, today, people know better, for Alberta is acclaimed the best farming country in the Dominion.

At Fort Fitzgerald, about three miles south of the 60th parallel, the Ryan Brothers have established a small ranch, and wheat, oats and barley are staple crops every year. Steve Yanik, who for many years operated a hotel at Fort Fitzgerald, not only grew grain and vegetables, but nursery flowers including roses, peonies and dahlias.

Alberta grown grain has won many awards. In 1891, Matthew McCauley, the first mayor of Edmonton, collected samples of wheat, oats and barley grown in the Edmonton vicinity, and sent them to the Winnipeg Exhibition. Each of the entries won first prize.

Herman Trelle, of Wembley, in the Peace River district, has won numerous first prizes at World Fairs with samples

of his wheat, oats and peas. Other Alberta farmers have won many awards at various shows and exhibitions.

The Anglican missionaries have also contributed to agriculture in no small way. In the early seventies, they established a farm at Fort Vermilion, and in later years, others at Hay River, Fort Simpson and Fort Norman. All of these operations were in the Far North. Yet even today many people doubt the possibilities of successful farming in that locality.

In 1875, the Roman Catholic priests at Fort Providence erected a grist mill. This was the fore-runner of many more which were to follow in the course of time in the far north.

Some time in the early sixties, American ranchers from Montana, drove their cattle into what is now Southern Alberta, for summer pasture, but they always returned to their ranches for the winter.

In 1874, a Mr. Shaw drove a herd of more than 400 dairy cattle through the Kootenay Pass into Alberta. Some of these were sold to David McDougall of Morley; others were sold to the Hudson's Bay Company at Fort Edmonton. No attempt was made to preserve these animals, and they were killed for consumption whenever the occasion demanded it.

The next step in the advance of agriculture was made at Pincher Creek and Fort Macleod in 1877, when more than thirty members of the Mounted Police took their discharge from the force and engaged in ranching and farming. Among these men were Jim Bell, Bob Patterson, John Herron, Tom Lee, Joe McFarland, Ed Maumsell, Inspector W. Winder and Sub-Inspector Shurtliff.

That same year, Jim Christie, also an ex-Mountie, drove a herd of range cattle into Alberta, from Montana. Several of the future cattlemen bought their stock from him at the modest price of nineteen dollars per head for cows and steers, and thirty dollars each for calves. The bulk of this herd were shorthorns. Mr. Christie and Captain Jack Stewart, an ex-member of the original Mounted Police and former army officer, founded a stock ranch on Pincher Creek in 1878. This was named the Stewart Ranch, and many believe that it was the very first ranch in Alberta.

Among the men who bought cattle from Mr. Christie, were Sergeant Bill Parker, Tim Dunn, John Miller, Jim Bell and Bob Patterson. These cattle were all branded, as there

were a few other settlers on their way to Alberta with their own stock.

Towards the end of 1878, Mrs. Armstrong, a very ambitious American woman, brought a few head of dairy cattle with her from Montana. She soon established a dairy farm at Fort Macleod and sold butter to the Mounted Police at the then nominal price of seventy-five cents per pound. Fred Watcher, of Fort Macleod, sold his garden produce to the police also.

In 1879-80, English and American capitalists awakened to the enormous possibilities of stock raising in the West, and leased land from the Federal Government for as low as one cent per acre. Among these were such notables as Senator Cochrane, Sir John Waldron, Lord Latham and the Allens of the Allen Steamship Lines.

The first big herd was brought in early in 1880, by the Cochrane Ranch Co., which purchased its stock in Montana. The original Cochrane Ranch was located on the Ghost River, west of Calgary. This location, however, was found to be unsatisfactory, and the herd was transferred to a new range on the Belly River. Inspector James Walker resigned from the Mounted Police in 1881 to drive an additional herd of 12,000 head from Montana to the Cochrane range. A few years later, the entire Cochrane holding were sold to the Mormon Church.

By 1884, more than 2,780,000 acres of government land was leased to the cattle-men of forty-one companies. Of these, the Cochrane Ranch Co., the Oxley Ranch Co., the Halifax Ranch Co., and the Sir John Waldron Ranch Co., leased more than 100,000 acres each.

The Mounted Police established a ranch at Pincher Creek, and, besides raising stock, they ventured into growing grain and fodder.

Joe McFarland was probably the first big scale farmer of the southern part of Alberta. Mounted Police records tell us that in 1881 Mr. McFarland threshed more than 2,000 bushels of excellent grain from the eighty acres he had in crop. This grain was threshed with the aid of a one-horse treadmill provided by the police. These records also state that the police bought all the oats that Mr. McFarland threshed for \$1.70 per bushel. This encouraged other pioneers to venture into grain growing. The following spring, Ed Maumsell broke 150 acres of his land and seeded it in wheat and oats. Bob Patterson,

Doug Allison, Billy Hyde and Jim Bell followed suit. Their motto was "Nothing ventured, nothing gained".

In 1882, these men decided that threshing with a treadmill was far too slow for a promising industry; between them they ordered a threshing machine from an implement firm in Missouri, U.S.A. In due time, Mr. Allison and Mr. Patterson were notified that the threshing machine had arrived at Fort Benton, Montana, and went there to release and claim it. The machine was hauled from Fort Benton to Southern Alberta by means of two four-horse teams, Mr. Allison driving one team, and Mr. Hyde the other.

That fall, they threshed for all the grain growers in the south—seven of them. They charged nineteen cents a bushel for wheat and oats. The price of oats at the time was from three to six cents a pound or from \$1.02 to \$2.04 per bushel. There being no binders at the time, the crops were cut with mowing machines, harvest reapers and cradles, and bound by hand with grain bands.

In 1883, the West's first Agricultural Fair was held at Fort Macleod. Many of the prizes went to the Mounted Police.

Between 1882 and 1906, countless thousands of range cattle were brought into Alberta to thrive on the sweet, luscious grass of the prairies and foothills. Ranches were started in the vicinity of High River, Nobleford, Lacombe and Stettler, and the coming of the Canadian Pacific Railway created an outlet for the surplus stock.

The disappearance of the buffalo was a serious blow to the West, and thousands of prime cattle were purchased by the police to distribute among the starving Indians. The Indians ravenously devoured them; and, when they were all gone, they turned to stealing and killing any cattle they could find, no matter to whom they belonged.

The construction gangs of the railway were fed with beef raised and slaughtered in the West, and the Eastern markets of Canada and the United States called for more and more of the products of the new frontier.

In 1885, the North-West Stock Association was founded, and Mr. Alexander Stavelly Hill was nominated the first president. Today, this famous organization is known as the Western Stock Growers Association.

That same year, agriculture took another advanced step. The Mormons, who had taken up large tracts of land in the Lees Creek vicinity, introduced the irrigating scheme which has proved so beneficial to the ranchers and farmers of the Southern portion of our province. Practically as soon as they settled in the province they constructed irrigation ditches.



MODERN FARM, PEACE RIVER DISTRICT

Their example was followed in 1890 by Messrs. Bone and Pearse at Calgary.

By 1882, the Council of the North-West Territories had passed the Bill for the Regulation of Homestead Grants, and settlers were flocking into the country by the hundreds. These settlers were squatting wherever they pleased, more often on somebody's cattle range. This caused a lot of ill-feeling between the original settler and the newcomer.

One man at least homesteaded, however, on land on which he had originally squatted. This man was John George "Koot-enai" Brown. Mr. Brown came into Alberta from the Cariboo gold-fields of British Columbia in 1865. He did not stay long, for he desired to reach Fort Garry before winter. The following year he was employed by the U.S. Government as a scout and dispatch rider. In the early seventies, he returned to Alberta and hunted buffalo for a while, and then, wolves. In or about 1878, he squatted on a piece of land which, when surveyed in later years, was marked as section 31, in township 1, range 29, west of the 4th meridian. Here he built a house and stable of logs which he cut in the mountains, and in a small way started farming and ranching.

In the early days the pioneers of the stock industry experienced many bitter hardships. The snowstorms and blizzards of 1882-83 and 1886-87 caused the death of many thousands of valuable cattle. In the springtime following those terrible winters, cowboys and range riders found hundreds of the hapless beasts piled one on top of the other in coulees and ravines.

During the latter of these seasons, the Cochrane Ranch lost more than fifty per cent of its stock. But still the ranchers carried on and persevered. Today, we are the beneficiaries, as the stock industry is one of the most important industries in Alberta.

Some of the best cattle in the world are found on the ranges of Alberta; and, in 1941, the number of cattle in Alberta was estimated at close to 1,459,000 or one-sixth of the total for the Dominion. Many of the herds are of pure-bred stock—Herefords, Aberdeen-Angus and Shorthorn. And buyers from Great Britain, South America and the United States buy Alberta bulls for breeding purposes.

In recent years another great industry has been established in Southern Alberta: this is the sugar beet industry; and a million pounds of refined sugar is produced annually at Raymond, near Lethbridge. However, wheat and oats are still the main products.

Throughout the Southern portion of Alberta, and in the Eastern section, vast flocks of sheep add substantially to the agricultural wealth of our province. The original sheep were brought into the province from England and Belgium in the latter part of the last century.

The coming of the railway opened up the country for settlement; and, as the population increased, the railways expanded.

In 1883, the population of Alberta was estimated at 21,000; by 1906 it was, roughly, 185,000.

Farming was flourishing at all points along the railroad from the U.S. boundary to a few miles north-east of Edmonton. The cattle ranches of the South were being gradually swallowed up by ambitious farmers, and grain was already being shipped to the East and the United States.

Alberta's first cheese factory was started at Springbank, near Calgary by Ebenezer Healy in 1888. Isaac Robinson started one later at the Elbow Park Ranch. In 1890, D. M. Radcliffe established a creamery at Big Hill Spring, north of Cochrane. In 1894, the Innisfail Dairy and Stock Co. followed suit at Innisfail.

J. K. CORNWALL'S CONTRIBUTION TO THE WEST AND NORTH-WEST

PART I.

No history of the west could possibly be complete unless at least one chapter were dedicated to that grand pioneer, James Kennedy Cornwall, or—as he is better known—“Peace River Jim”, the Apostle of the North.

It is doubtful if any other man has done so much for the North and its inhabitants as Peace River Jim. He was one of the first white men to visit that particular spot. He is, or has been, practically everything that any red-blooded Canadian boy could wish to be—discoverer, explorer, trader, trapper, soldier, sailor, and politician.

He was born at Brantford, Ontario, October 29, 1871, and attended school there. Although his education was limited to public schools, he was ever studious; and, whenever the opportunity arose, he would study his favorite subjects; geology, geography, and the exploits of the great explorers, Peter Pond, Samuel Hearne, Alexander Mackenzie and others.

When he was fourteen years of age, he left his native Brantford to seek his fortune. Working first on the boats that plied the Great Lakes, he eventually drifted to Detroit; then to Buffalo, Boston, Pittsburg, Philadelphia and New York.

He was a strong, healthy boy, big for his age, and always willing to try—with the result that he experienced no difficulty in securing good positions on the lumber boats which sailed from American ports to all parts of the world.

Before he was twenty-one years of age, he had circled the globe twice; and, because of his studious nature, probably knew more about the customs of the people of other countries than any other young man in this country at the time. Whenever he happened to return to the U.S.A., he attended night schools if it was possible.

When he was seventeen years old, he secured a position on a boat bound for South America, and from there, to San Francisco, California. There the boat was requisitioned to take a cargo of lumber to Vladivostok, Siberia.

Cornwall's chum on this voyage was a young Russian-American boy, who, although he had arrived in the United States with his parents when he was quite young, could converse very fluently in the various Russian dialects.

When the boat docked at Vladivostok, the two boys were bewildered. The Trans-Siberian Railway was under construction, and the labourers were being driven like slaves. Very few, if any of them, were there of their own accord; they had been compelled to leave their homes and were virtually prisoners of the Czar. The boys were enthralled with what they saw, and decided to see more of the great Russian Empire. They asked for and received leave of absence from the ship; and, armed with passports and visas signed by Government officials of the U.S.A., Great Britain and Czarist Russia, they started out to see old Russia the best way they could.

Travelling north and then east, over the northernmost tip of Manchukuo, Mongolia, Tannatuwa and Tibet, they arrived months later at St. Petersburg. They had walked most of the way, but they were still hungry for adventure. From St. Petersburg they turned south and for many more months travelled through the vast grain fields of the Ukraine to Odessa on the Black Sea. They walked on the railroad ties practically all the way, and they arrived at their destination, tired, but little the worse for their experience.

Cornwall noticed particularly that the country and climate of some parts of Russia were similar to that of some parts of Canada and the United States, but that the peasants were very backward. Practically all were victims of the Czarist regime and very few were educated.

From Odessa, the two boys sailed for the United States. That trip through Russia was to have a very important bearing on the development of Western Canada.

For a few years, Cornwall stayed in the eastern United States; but in 1896, he moved west to Montana, and from there to Alberta.

He was in charge of a railway construction gang in the Crows Nest Pass when he decided to try his luck in the North—where his heart was. So he drifted in to Edmonton. Edmonton in those days was nothing but a small hamlet on the north bank of the North Saskatchewan River. It was patronized by a few farmers, voyageurs, trappers and traders and was the most important trading post west of Winnipeg.

Very few white men had ever been more than a hundred miles north of Edmonton. The only details pertaining to the vast wilderness of the north and north-west, were those fur-

nished by Indians and missionaries and the half-breed trappers, who were always complaining about having to make the long, hazardous trek across the swamps and muskegs back to their traplines.

Cornwall was very much interested in the North and its possibilities, and he endeavored to learn more about it. Gathering a few traps and a limited supply of food and equipment, he started out for Athabaska Landing, one hundred miles north, where he made his headquarters.

Memories of his voyages and of his trip through Russia were ever with him, and he soon realized the enormous opportunities of the Northland in which he was to play such a prominent part. Very few white men had preceded him into that particular territory; so he was obliged to learn the Cree language, which he soon mastered.

He established trading posts and built a boat for himself that he might trade more freely with the Indians. During the summer months he travelled by boat and overland, visiting the Indians, trading amongst them, counselling them, and helping them the best he could. In the winter he donned snowshoes and trapped. He lived a hard life—not because he had to, but because he loved the North and was already a part of it.

During the Klondyke Gold Rush of 1898, many fortune-seekers sought to enter the Yukon via the "Back Door Route".* Many of them never got beyond Athabaska Landing, but those that did called on Cornwall for transportation to Fort McMurray. As his boat was not big enough to handle all the traffic, he was obliged to build four more boats. He manned them with the best river men that he could find. And when the rush had subsided, he devoted his time to exploring the country.

In those days, transportation was confined to canoes and boats in the summer time, and to dog team in the winter. The country was virgin and abounded with game of all species.

Living off the country, Cornwall walked over practically every foot of what is now the famous Peace River district—from Athabaska Landing to Vermilion Chutes. He knew that country better than any other man and, realizing its future and wealth, became its greatest booster. Many scoffed at him,

*See "On the Side of the Law"—Page 88.

and he was repeatedly ridiculed and criticized for his prophetic statements.

Early in the present century, Cornwall visited Edmonton and told of the greatness of the new frontier. He told of what had been accomplished in Russia, and he advocated that Canada should do likewise. He declared that the Peace River district was the most promising region in Western Canada. He had walked all the way from Fort McMurray, carrying a sack full of currency notes—money that he had earned transporting the "gold seekers" from Athabaska Landing. He could have started in business right in Edmonton; but no, his heart was in the North, and he was going back.

He strongly urged settlers to move into the country and start farming. But he was ridiculed by almost everyone. They told him he was crazy to think that anyone would want to live in such a country, that half the people that went in there would freeze to death—the others would starve to death. They said, "No, you'll never get sane people to move into that region for anything but trapping".

This did not affect Cornwall's confidence in the future of the Peace River Country, and he travelled extensively, preaching the gospel of his beloved Northland. A few settlers drifted in. Some of them trapped, some traded, but the majority farmed. Many of these settlers came from the United States, by way of Athabaska Landing, Lac Ste. Anne, or the Edson Trail. Others came from the Cold Lake and Battleford districts of Saskatchewan.

There was no mail service in the Peace River Country in those days; so the inhabitants were out of touch with the outside world. Traders were guessing at market prices of fur—with the result, they often traded at a loss. To remove this handicap, Cornwall visited Ottawa at his own expense and begged for a mail service. After many tiring interviews, his request was granted, but on condition that he, Cornwall, would become the mail carrier for the entire district. He accepted the contract, which called for the delivery of ten pounds of mail per year. Because of the scattered settlement of the country, he often had to walk more than thirty miles a day, carrying the mail sack on his back, and often there was more than the specified ten pounds in the sack.

After a hard day's work, he would lie beside his campfire and study the Indian dialects, books on law and its practice, Gibbons "Rise and Fall of the Roman Empire", and his favorite book—the Bible.

In 1908, he was elected Independent representative for the Peace River constituency by acclamation; in 1912, however, he resigned his seat and abandoned politics.

So great was his faith in the future of his chosen country, that in 1911 he invited a party of writers, agriculturists, soil experts, etc., to visit the Peace River Country. He not only conducted this party but financed it, bearing all the expense himself.

At that time the population was only about 2,000; but, because of the publicity it had received through this "tour", it had grown by 1921 to 21,000—an increase of more than one thousand per cent in one decade. This growth was undoubtedly due to the untiring efforts of "Peace River Jim".

For many years he had advocated its development, appealing publicly and privately for highways and, above all, for railways. He spent practically his entire fortune visiting eastern capitalists in his endeavor to open up the country. Finally, his pleas were heard, and in 1915-16 the Edmonton, Dunvegan and British Columbia Railway was under construction from Edmonton. Settlers were moving in en masse; and prosperous towns, such as Westlock, Smith, Peace River, Grande Prairie, Spirit River, etc., came into being.

Cornwall's faithful friend and partner, W. Fletcher Bredin, had led the way for agriculture in that country at the turn of the century, when he successfully grew oats, barley and wheat at the Northern Traders Post, at Saskatoon Lake, near Grande Prairie.

The Peace River was everything that Cornwall had said it was. Emigrants from nearly every European country homesteaded and bought land in the territory. And the centre of all interests, the source of all information was "Peace River Jim", as he was then affectionately known.

This vast country, covering an area of more than 90,000 square miles of the best farming land in the Dominion, has enriched Canada to the extent of millions of dollars in wheat and many more millions in coarse grains. In 1929 alone, approximately 13,500,000 bushels of grain were grown there.

Numerous world championships have been awarded for grain grown in the Peace River Country.

Besides this great wealth in grain, the country has yielded immense riches from valuable minerals, including coal, salt, gypsum, natural gas and oil.

It is possible that, if the two young sailor boys had not travelled across Siberia and walked from St. Petersburg to Odessa, the development of the Peace River Country might have been stayed for another decade or even longer. Who knows?

PART II.

Cornwall was still not satisfied with the attention the far North was receiving. He knew that it must contain enormous mineral wealth; and, with the sackful of currency that he had earned during the gold rush of '98, he founded the Northern Traders Co. and established trading posts from Edmonton to the Arctic Ocean. (This company was eventually sold to Revillon Freres Co.)

He prospected the North Country, and prophesied a great mining future many years before radium was discovered at Great Bear Lake and gold at Yellowknife. His studies in geology had served him well, as, also, his studies of the ancient explorers. He acquainted the outside world with the immensity of the Athabaska tar sands and of the salt plains of Fort Smith. But one thing that lingered in his memory was the passage from Alexander Mackenzie's diary relating to the fires which had burned along the river which today bears his name—the mighty Mackenzie River.

The ancient voyageurs had concluded that these fires were fed either by coal or gas. But Cornwall noticed the shales and the strata of the location. His geological learning made him certain that this was oil-bearing formation, and he instructed Bill Patton, the post manager for the Northern Traders at Fort Norman, to tell the Indians and Eskimos who traded at the post that the first one who discovered "oily bubbles that would burn" would receive a substantial reward.

It was a long time before Cornwall got any results from this tempting offer; in the meantime he devoted more of his time to exploration. He sailed north to the Arctic Ocean and then around by Alaska to Vancouver. He travelled this route many times in later years, both to and from Vancouver and

the Arctic. It was he who organized the first independent transportation company to the Arctic Ocean, via inland water from Waterways.

One day, when Cornwall was visiting Fort Norman, an Indian came running into the post and breathlessly told the occupants that he had found oily bubbles coming up in a creek a few miles down the river. The Indian guided Cornwall to the place, and he gathered some of the foam into a sealer, which Cornwall sent to Pittsburg, Pennsylvania, to be analyzed.

It was months before he received any reply; but, when he did get an answer it was good news. The analyst's report was that the sample was an excellent grade of oil of 40 Baume paraffin base. Cornwall kept the news to himself. When he again visited Edmonton in 1913, he rented a safety deposit vault at the Royal Bank, and in it he placed a bottle of oil and the analyst's report. He had one key to the vault and the bank manager had the other.

Business called him to Calgary, and he learned on arriving there that the city was seized with an oil boom fever. While visiting an old friend, Bob Edwards, of the "Eye-Opener" fame, he was introduced to Bert Woods (the late Hon. Colonel J. H. Woods, of the Calgary Herald) and Fred Lowes, a prominent Calgary real estate man. These two men tried to interest him in what they termed "acreage". Cornwall asked: "What do you mean by 'acreage'?" They answered: "Well, you buy or lease some land, and if oil is found on that land, somebody will very likely hand you a fortune for your title. The way this city and Turner Valley are booming at the present time you can't go wrong. Everybody wants oil, and there's lots of it around here". Cornwall asked: "Are you interested in oil?" They assured him that they were; so he told them that he had discovered oil and that he believed there was more acreage of it than there was in their own field. They became greatly interested, and asked where this new oil field was located. Cornwall said that it was near the Arctic Ocean. Both Woods and Lowes thought the field too far away for speculation, but while they were on the subject of oil, Cornwall asked if they knew of any good oil man who might be interested. Bert Woods answered: "The best oil man in the world is in this building right now; in fact, he is in the next room. I'll call

him." This man was Dr. Bosworth, who was representing the Shell Oil Company of Great Britain. He had spent many years in Persia and the Middle East and had recently arrived in Calgary from Peru, South America.

Cornwall told him of his discovery and of the analysis report from Pittsburg. Dr. Bosworth said that he would like to see a sample of the oil and also the report. Cornwall wired to the bank at Edmonton and asked them to send the contents of his safety deposit box.

The next day, in Bert Woods' office he gave the bottle of oil and the report to Dr. Bosworth, who carefully examined them. When he had finished his examination, he said: "Mr. Cornwall, you've certainly struck oil, and it's a very good grade of oil too. I am very much interested in knowing where it came from. If you are willing, I'll go there and geologize the locality, survey it, stake it, and make a full report of my work for \$25,000. I am at liberty to start at once."

The room became instantly silent. No one spoke or moved for about five minutes. Then Cornwall said: "Well, gentlemen, you've heard what Dr. Bosworth said; if you're still interested in oil, I'll put \$5,000 of my own money into a syndicate, if you two gentlemen can raise the other \$20,000. The syndicate will be divided evenly. I'll hold twenty per cent interest myself, and for the other eighty per cent—well—your \$20,000 will take care of that. Furthermore, I'll supply the transportation of Dr. Bosworth and his party to the scene of the discovery on one of my boats."

The Fort Norman Oil Syndicate came into being that same evening.

A few weeks later, Cornwall, Dr. Bosworth and a picked crew departed for the Far North, by way of the Athabaska and Slave Rivers, over the sixteen-mile portage between Fort Fitzgerald and Fort Smith, across the south-west corner of Great Slave Lake, and down the Mackenzie to Fort Norman. About fifty miles below the ancient post, Cornwall dispatched the oil men to fight it out with the mosquitoes and rocks, while he devoted his time to prospecting.

Dr. Bosworth was very enthusiastic about the new field, and by the time the party arrived back in Alberta, his confidence in the Fort Norman Oil Fields was assured.

As the British Empire at the time was at war with the German Empire, Dr. Bosworth was obliged to return to England. But before he departed, he promised to notify the Shell Oil Company of his findings at the northern fields. The Syndicate notified the Imperial Oil Co., but for the time being that company was not interested.

Cornwall offered his services to his country; and, in a very short time, again visited his beloved Northland. But he was looking for soldiers on this trip. He had no difficulty in recruiting a bunch of the toughest, hardest-fighting trappers, farmers, lumber jacks and river men in the province. These became the distinguished 218th Battalion Royal Irish Guards. He went overseas with this regiment, and was soon promoted to the rank of Colonel. For a while he was the Commanding Officer of the Eighth Battalion, Canadian Expeditionary Force. His army record speaks for itself. Early in 1918, he was awarded the D.S.O. for outstanding bravery and devotion to duty. His men thought there was nobody like him, and would lay down their lives for him. At the conclusion of the war, he returned to Canada and his Northland.

Thousands of new settlers had moved in, and millions of acres of the land which had been scorned a few years previously was now providing a good living for these newcomers. However, the Far North had changed but little. Cornwall strongly advocated aerial transportation for the Northland and better treatment for its inhabitants. He knew them, and they knew him and respected him. He could speak to the natives in their own language, be it Cree, Dogrib, Slavey or Eskimo. And often, on his periodical trips to Ottawa, he pleaded for better living conditions for the natives, for hospitals, schools and sanitation facilities.

Towards the end of 1917, the Shell Oil Co. had made enquiries at Ottawa regarding Dr. Bosworth's report on the Fort Norman Old Fields. Somebody notified the Imperial Oil Co., and that company lost no time in coming to terms with the Syndicate. Mr. Bert Woods, who had been entrusted with the Power of Attorney for the Syndicate, completed a deal with officials of the Imperial Oil Co.

In 1920, that company asked Dr. Bosworth to continue his research in the Fort Norman area. He accepted and went north. Close on his heels was Col. Cornwall and a crew of

drillers, equipped with a small drill. Mr. Angus Sutherland, a well-known driller, was in charge of the crew.

They struck oil at a depth of 783 feet, and this well produced about one hundred barrels daily. Two or three more wells were drilled but proved dry; and it was not until 1925 that another producer came into being—this at a depth of about 1,000 feet. A steady production did not occur until 1933, when the output reached 4,068 barrels, valued at approximately \$23,000. In 1938, the output of oil at Fort Norman jumped to nearly 23,000 barrels, with a value close to \$114,000; but this was due, no doubt, to the operations of the radium and gold mines of Great Bear Lake and Yellowknife. In 1942, the output had exceeded 82,000 barrels, and was being shipped to the mines of the Northland in specially constructed barges.

At the outbreak of World War II, an imminent attack on Alaska by the Japanese necessitated development of this oil-field. The United States War Department knowing the grade of oil to be had at Fort Norman, negotiated with Canadian officials about the construction of a pipeline from the oil wells to Alaska.

Early in June, 1942, trainloads of American troops and civilians passed through Edmonton, en route to Fort McMurray and points north. Behind them followed freight trains loaded with miles of four-inch pipe, tractors, bull-dozers, trucks, jeeps, etc. In August of that same year, trainloads of power equipment and pre-assembled boats and barges were transported northward. People realized that, at last, a massive pipe-line was being constructed in the Northland.

The United States War Department was in direct charge of the construction of this project, but sub-contracts were let to American civilian contractors—Bechtel-Price-Callahan, J. Gordon Turnbull, Sverdrup & Parcell, the Imperial Oil Company, Marine Operators and the Noble Drilling Company.

It was known as the CANOL project. There have been many versions of what the word CANOL means, but it is believed it is an abbreviation of Canada-Alaska Northern Oil Line, although it could mean Canadian Oil.

The construction of this oil-line was the toughest, most dexterous, and most inspiring feat of humanity against nature that the world has known. The building of the Panama Canal

was easy compared to the construction of the CANOL project. It was man against water, ice, mountains and weather.

It meant the building of a highway from Grimshaw near the town of Peace River to Hay River on the south shore of Great Slave Lake so that the essentials could be freighted into the North in order that the construction of the vital oil-line should not be hindered during the winter months.

It also meant that a road had to be cut through the uncharted wilderness lying between Fort Norman, N.W.T., and Whitehorse, Y.T., and thence to points in Alaska. Over mountains, across rivers, through glacial canyons, muskeg and swamps, the pipe-line wound its way, like a snake moving slowly through dense under-brush, until, on February 16, 1944, the last lengths of pipe were welded together.

Until the United States War Department decided to undertake the construction of this line, only one man claimed to have made the journey from Fort Norman to Whitehorse. This man was a Dominion Geologist, Joseph Keele, who made the journey in 1907-08. A few trappers had asserted that they had made the journey, but it was later proved that they were joking when they made the remarks.

More than 25,000 men were employed on the CANOL project, and one of these men was Col. Jim Cornwall. He was employed by J. Gordon Turnbull, Sverdrup & Parcell as a special adviser, a position for which he was well trained, as he knew more than any other man on the job about the difficulties of northern transportation.

It took a lot of reasoning to get people interested in the oil possibilities of Fort Norman; but, if Mr. Cornwall had not been so persistent in his beliefs, there might have been no CANOL project.

For many years the buffalo herds at Elk Island Park had increased enormously, and both the Federal Government and the Alberta Government were becoming alarmed over the situation.

Cornwall advised them that the country between Fort Chipewyan and Great Slave Lake would make an ideal game preserve. Apparently he was the only man who thought so at the time. Everybody else doubted that buffalo could be

transported over so great a distance. Even if it were possible, who would undertake such a difficult commission.

Cornwall advised the Government of Alberta to call for tenders. They did, but nobody offered a bid. He was asked if he could do the job, and he answered, "Yes, I'll do it".

He constructed special barges, on which he built pens for the animals. At Waterways, he built corrals, loading platforms and runways. In another chapter of this book, I have related how successfully these animals were transferred.

Once again, J. K. Cornwall proved that he knew his North and what could be accomplished in that domain. No sooner had he fulfilled his contract with the Government than he became a member of the famous Dominion Explorers—the men who explored the North-West Territories for rare and precious minerals. He was a member of the search party which played such an important part in the rescue of Col. McAlpine's party, which had been lost while flying over the Barren Lands of the North.

Volumes could be written about this great Canadian, and some day they probably will be. Col. Jim Cornwall has set an example to the youth of Canada. It is a rare example, and it shows that Canada provides numerous opportunities for anyone who is ambitious. He was the first to accomplish many things: the first mailman in the North; the first man to shoot the famous Athabaska Rapids in a river boat; the first white man to devote his time to the full exploration of the Peace River country. In past years, he has constantly requested an outlet to the Pacific from the Peace River block, and an all-weather route from Grimshaw to Great Slave Lake.

NATURAL RESOURCES

December 14, 1929, will long be remembered as probably the most important day in Alberta's history. That was the day on which the "Agreement between the Dominion of Canada and the Province of Alberta, regarding the transfer of Alberta's natural resources," was signed by the Hon. Ernest Lapointe, Minister of Justice, and the Hon. Charles Stewart, Minister of the Interior, for the Dominion of Canada, and by the Hon. John E. Brownlee, Premier of Alberta, and the Hon. George Hoadley, Minister of Agriculture, for Alberta.

The signing of this agreement marked the end of the bitter fight between the East and the West over control of public lands and natural resources. This bloodless war had raged for more than forty-five years and was the most important verbal battle ever fought between the two governments.

Where one government left off, the next in power would resume the controversy, neither side giving ground.

When the Dominion parliament assented to the act which formed the Province of Alberta in July, 1905, they did not wish to transfer the control of public lands to the province. Instead, they made allowances for a subsidy to the newly formed province as specified in the Alberta Act. This did not satisfy the Westerners, who made numerous requests and resolutions to Ottawa regarding the control of the natural resources; but, for many years, these met with little or no success.

In March, 1911, the Premier of Alberta, Hon. A. L. Sifton, wrote to the Prime Minister of Canada, Sir Wilfred Laurier, setting forth Alberta's claims to its natural resources. Sir Wilfred replied that, as the matter of immigration was a Dominion issue, so should be the jurisdiction over the public domain. However, in 1913, the three western premiers, Mr. Sifton for Alberta, Mr. Scott for Saskatchewan, and Mr. Roblin for Manitoba, made a joint appeal for control of the public lands. Like all previous requests, it was unsuccessful.

Further discussions were curtailed during the great war of 1914-18. When the legislative assembly of Alberta met in the spring of 1919, it was resolved that the negotiations be continued. Sir Robert Borden, who at the time was Prime Minister of Canada, refused to co-operate.

In 1920, the Hon. Arthur Meighan, who had succeeded Sir Robert Borden as Prime Minister, invited the Western premiers to a conference at Ottawa to discuss the transfer of the said lands. He said that the Dominion government was anxious to do everything in its power to bring satisfaction to all concerned. The government representatives met but failed to arrive at any definite settlement.

Both Alberta and the Dominion of Canada held elections during 1921: Alberta in July, and the Dominion in December. The Hon. Herbert Greenfield became Premier of Alberta, and the Hon. W. L. Mackenzie King became Prime Minister of Canada. The Hon. Charles Stewart, former premier of Alberta, was appointed Minister of the Interior in the Federal cabinet.

A better understanding was noticed between the two governments, and Premier Greenfield devoted much of his time to corresponding with the Prime Minister on the subject of the transfer of public lands. On February 20, 1922, Mr. King suggested that, in the event of the Federal Government's restoring the crown lands, the prairie provinces should surrender the subsidy paid in lieu of lands. If this were not satisfactory, the Federal Government should be willing to discuss some other plan. Premier Greenfield was jubilant over Mr. King's suggestion, and advised him that the government of Alberta was prepared to assume the responsibility of control of its public lands, and also to waive all claims for subsidy for the same lands as provided in the Alberta act.

Mr. John E. Brownlee, the Attorney General, accompanied Mr. Greenfield on two trips to the Dominion capital later in the year to confer with Mr. King and Mr. Lapointe, Minister of the Interior. The results of these conferences appeared very encouraging, but the participants failed to arrive at any definite decision.

These ministers nearly reached a settlement in 1926, when an agreement was made, subject to the approval of the two parliaments. The most important terms of this agreement were that Alberta should receive an annual subsidy of \$562,500 for a period of three years, and that the crown lands with certain reservations should be transferred to the province. This agreement was submitted to the two govern-

ments, but the wording of it necessitated further debate. It was not until 1929 that the two parliaments finally agreed.

Instead of the three-year subsidy of \$562,500, as suggested in the 1926 agreement, that sum was to be paid annually until the population of Alberta reached 800,000; after that figure was reached, the subsidy would be increased to \$750,000 until the population reached 1,200,000; from then on, the annual payment would be \$1,125,000. In addition, all school lands funds and school lands were to be administered by the province. This agreement was signed on December 14, 1929. It meant that Alberta would have complete control of a forest area covering nearly 120,000 square miles, of more than 1,300,000,000 tons of coal, of more than 50,000,000 acres of excellent farm land, besides numerous millions of gallons of oil and naphtha.

In addition to these resources, there are the vast salt beds of the North, the estimated 15,000 square miles of tar-sands along the banks of the Athabaska and Clearwater Rivers, the enormous cliffs of gypsum stretching for a distance of fifteen miles along the course of the Peace River, the thousands of acres of Bentonite in the Red Deer Valley, the copper deposits of the Foothills, and the smaller occurrences of gold, platinum, and iridium. Surely these were worth fighting for. This transfer meant that millions of dollars, which otherwise would have gone to Ottawa, would, instead, be poured into the provincial treasury.

In view of the wealth of its natural resources, Alberta is the richest province in Canada. Huge seams of coal are being mined at Edmonton, Lethbridge, Drumheller and along the eastern slopes of the Rockies. Natural gas in exceedingly large reservoirs is being utilized at Medicine Hat, Turner Valley, and Viking. Limestone quarries are to be found along the Foothills and on the various rivers of central Alberta. Sandstone is also being mined at various points in the province. In the most northerly section of Alberta, in the triangle which lies between Fort Chipewyan, Fort Fitzgerald and Lake Athabaska, there lies the extreme western edge of the pre-Cambrian shield, and it is quite possible that some day a treasure of precious minerals will be found in that locality.

Apart from all this, there are numerous hydro-electric power sites along the swift flowing rivers of the province. Some of these have already been tapped on the Bow River. But in the far North, there are immense water-power sites along the Hay River. In the immediate past, there has been talk of harnessing the North Saskatchewan river, south-west of Edmonton.

Alberta took over the responsibilities of the administration of natural resources October 1, 1930.

COAL

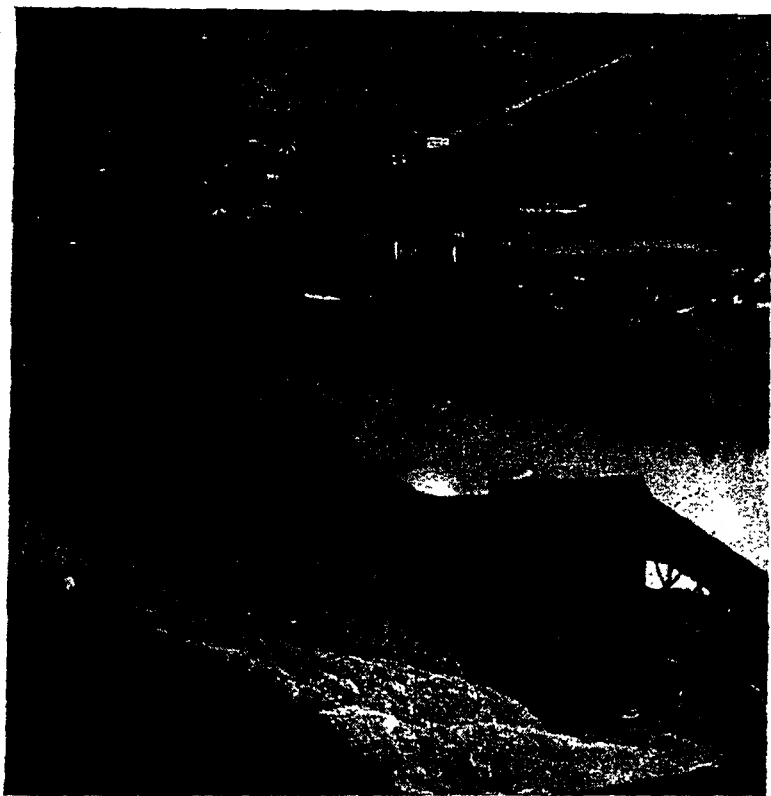
It was nearly two hundred years ago that a young Englishman, Anthony Hendry, reported in the account of his voyage to the Rocky Mountains that everywhere along the banks of the Kis-Sis-Katchewan bulged great seams of coal. He was speaking of the country immediately north and south of what is now Edmonton.

Later, Peter Pond and other explorers reported seeing high banks of a peculiar "tar-like" formation along the banks of the rivers west of the "long portage" (Portage la Loche)—the locality now known as Waterways and Fort McMurray. It is well known that Alexander Mackenzie reported seeing along the banks of the mighty river which today bears his name, fires that had been burning for many years.

When the Mounted Police came west in 1874, Dave Aker of Fort Whoop-Up was burning coal which he dug from an outcrop a few feet from his home.

The police themselves operated the first mine in what is now the famous Crows Nest Pass. Since that day many men have contributed to the development of that great industry—among them are Drumheller, Coleman, Nordegg, Robb, Humberstone, Gregg and Fraser. Many mines and also towns adjacent to them bear names of the pioneers who discovered them.

Of the early coal-mining in Alberta we have only haphazard information. We know, for example, that in 1872 Nick Sheran mined coal at Coal Banks, now Lethbridge, which he sold at the mine head for three dollars a ton. Also we know that, in 1881, 1500 tons of coal were mined in Alberta mostly for the use of the Canadian Pacific Railway. But these records were preserved merely by chance. In the



DRUMHELLER VALLEY

(Courtesy National Film Board of Canada)

year 1886, however, definite records were officially made. That year the output of the entire province was 43,220 tons valued at \$81,112. From then until 1930, the mineral resources of this province were under the jurisdiction of the Federal Government, from which adequate information on this subject is obtainable.

Donald Ross opened the first coal mine in Edmonton in 1881. It was located on the high banks of the river, south of Jasper Avenue, between 96th and 97th Streets. Towards the end of the nineteenth century, other coal mines were opened in the Edmonton district. Mr. Humberstone operated a mine at Beverly, north-east of Edmonton. Across the river at Clover Bar, Mr. Fulton and Mr. Fraser were preparing promising prospects of a very important coal field.

Ambitious prospectors were combing the foothills and mountains for mineral bearing formations, all the way from the Crows Nest Pass to Jasper. Among those men were John Gregg who discovered a mountain of bituminous or steam coal, about 70 miles south of Edson, and "Baldy" Robb, who found a huge seam of hard coal which at the time was thought to be anthracite.

These important discoveries led to the railways being interested enough to construct a branch line from Bickerdike to Coalspur, and, eventually, to Mountain Park, Luscar and Lovett.

Another old established mining community is located at Canmore, west of Calgary, and, in recent years, coal mines have been opened at Grande Prairie and Hinton-Drinnan.

The discovery of coal by Nich Sheran, eight miles north of Fort Whoop-Up, laid the future for the city of Lethbridge. As these prospects were developed, settlement grew, and the location became known as Coal Banks. Three Englishmen, realizing the enormous future of the coal mines, formed a company known then as the Northwest Coal and Navigation Company. William Lethbridge, a native of London, England, Sir Alexander Galt, and his brother, Mr. Elliot Torrence Galt, were the founders of this company. Mr. Lethbridge became President of the Northwest Coal and Navigation Company; and, in due honour to this worthy pioneer, the settlers of Coal Banks adopted the name of Lethbridge to replace that of Coal Banks. The efforts of these men are closely associated with the development of Alberta's third largest city.

One of the most important little cities in Western Canada is Drumheller, which lies about ninety miles north-east of Calgary. It is important not only because of its awe-inspiring "Fossil Gardens" and famous "Bad Lands," but because of its immense deposits of lignite or domestic coal.

In 1885-86, Dr. J. B. Tyrell of the Geological Survey of Canada, visited the Red Deer Valley on behalf of the Dominion Government. He discovered that it was a land of ancient history and mystery, whose canyons and gullies were old thousands and maybe millions of years before the Rocky Mountains were formed.

He discovered the skeletons of pre-historic dinosaurs of all sizes and shapes. The geological structure of the valley and the remains of the amphibious and carnivorous reptiles told him that this valley was once an inland sea. All around him he could see the rich seams of coal which some day would add to the riches of the people of Alberta. But the fossils—they were of more importance at the time! Skeletons of dinosaurs—the brontosaurus, diplodocus, gigantosaur, aukylosaurus, trachodon—were all around him, and he realized that he had made one of the most amazing discoveries in Canadian history. Some of these monsters, which had roamed the ancient valley millions of years ago, measured from thirty to one hundred feet in length, and some of them, when in a standing position, attained a height of from twenty to thirty-five feet.

Eminent geologists and naturalists from Great Britain and the United States made numerous surveys in the Red Deer Valley; and, although their reports mentioned the enormous outcrops of coal, very little of their time was devoted to the exploration of the deposits. As far as we can learn, the only people who did benefit were the ranchers and farmers of the surrounding district, who mined coal for their own personal use. Most of this coal was taken from an outcrop on the Greentree Ranch, and this was probably the first mine in the Drumheller district.

In 1911, Samuel Drumheller took over the Greentree Ranch, and he extended the exploitation of the vast coal deposits. Jesse Gouge and Mr. G. N. Coyle formed a partnership in a new mine, and in the same year (1911) these men shipped the first carload of coal from Drumheller to Calgary.

The Canadian National Railway was under construction from Saskatoon to Calgary at the time, and had reached Munson six miles north of the present city of Drumheller. So the carload of coal travelled north to Vegreville, and thence to Calgary by way of Edmonton.

Since that day, mining has been the main industry in the Drumheller district. When the railroad was finally completed to Calgary, a new market was opened for the huge coal deposits of the Red Deer Valley, and this market demanded that more mines be established. The industry increased at such an amazing speed that, by 1929, there were twenty-nine

mines operating in the district, and from these mines a grand total of 1,576,301 tons of valuable coal was taken.

It is estimated that the coal reserves of the Drumheller district exceed three billion tons, enough to supply the demands of the Dominion for hundreds or, maybe, thousands of years to come.

In 1879, the Cochrane Mine was opened at Canmore; and in that same year, John Macoun, in a report to his employers, the Canadian Pacific Railway Company, stated that he had seen large seams of coal at Blackfoot Crossing.

It is of interest to note that Alberta contains by far the greatest area of Canada's coal deposits, and that the present accessible coal reserves have been estimated at an approximate total of sixty-one billion tons.

A general classification of this accessible coal is given as follows: bituminous, fifty-nine per cent; sub-bituminous, twenty-three per cent; lignite or domestic, eighteen per cent.

The principle of the bituminous areas of the province are at Crowsnest, Canmore, Nordegg and Mountain Park; of the sub-bituminous, at Saunders Creek, Pincher Creek, Coal-spur, Prairie Creek and Pekisko; of the lignite or domestic, at Lethbridge, Drumheller, Edmonton and other points in the province.

In 1929, a well known mining company, the Blue Diamond, sent out exploration parties from Brule, west of Edson, north as far as Grande Prairie. Coal outcrops were discovered along the eastern foothills for practically the entire distance. Mr. Harry King and Frank Seabolt operated a coal mine at Hinton, half-way between Edson and Jasper, from 1930 to 1940, and the grade of the coal from this mine was exceptionally high. Practically the entire output for the ten-year period was commanded by the Canadian National Railways.

During that same period, the Great West Coal Co. of Edmonton operated a coal mine three miles east of Hinton, at Drinnan. This coal was also of good quality, but was so hard, that it was difficult to mine profitably.

According to the reports of the Geological Surveys, Federal and Provincial, coal is known to exist along the eastern slopes of the Rockies from the United States-Canadian boundary to the far north.

To realize the truth of this statement, one has only to look at a map of Alberta and the North-West Territories and see for oneself the coal mines that are in operation along the Crowsnest Pass, at Hillcrest, Coleman, Blairmore, etc.; the Brazeau, at Saunders Creek and Nordegg; the Alberta Coal Branch, at Robb, Sterco, Foothills, Mountain Park, Cadomin and Luscar. Until 1928, coal was mined at Brule, near Jasper, and, previous to that year, at Pochontas, also near Jasper.

Today and for the past few years, coal has been mined at Grande Prairie, in Alberta, and at Fort Norman in the North-West Territories.

Prior to the Second World War, vast quantities of Drumheller coal was shipped to Eastern Canada, and the bituminous mines of the mountains supplied the motive power for our network of railways.

Production of coal in Alberta reached an all-time record in 1942, with a grand tonnage of 7,754,053 tons, valued at \$22,624,410. Total of production, from 1886 to 1942 inclusive, is given at 188,771,354 tons, valued at \$573,581,244.

Considering the enormous area of Alberta's coal reserves, one is immediately struck with the huge disproportion between the vastness of the area and the small annual production totals which have appeared during this long period of years. Our thoughts naturally drift to speculate on just what heights the annual production figures might reach if Alberta, which is the coal province, as well as the oil province, of Canada, were to develop her coal on a scale more commensurate with her capacity to produce. Insufficient subventions, however, together with other obstacles, have prevented this in the past. But the future is very bright.

OIL

Records show us that, as far back as 1886, Indians, who had found oil seepages on Cameron Creek (known in the early days as Oil Creek and Petroleum Creek), reported them to an old time settler—John George (Kootenai) Brown. He gathered some of the oil and used it for greasing farm machinery. Later, William Aldridge, a Mormon employed by Mr. Brown, dug trenches and pits into which the oil seeped and was collected, to he sold to the ranchers in the vicinity at a

dollar a gallon. However, that was not the first indication of oil in Alberta.

The first page relating to Alberta's oil and natural gas was written more than a century and a half ago, when the early explorers of that period made observations regarding the noticeable seepages which occurred along the river banks of the North-West Territories.

A more definite introduction was made in 1878, when George M. Dawson, Director of the Dominion Government Geological Survey, made reference to the oil occurrences in Alberta, particularly to those of the Athabaska district. His reports, preserved in the archives at Ottawa, are still consulted.

In later years, Dr. Bell of the same department, reported on the bituminous sands of Northern Alberta. But up to the present the real story of Alberta's oil is the story of Turner Valley. It is the story of Canada's oil also; for, as a result of all that has developed over the last thirty years, Canada in 1939, for the first time in her history, took a definite second place among the oil-producing countries of the British Empire.

It was in the period 1912-14 that the field first became spectacular. Two wells drilled by the Calgary Petroleum Products Limited and known as the "Dingman Wells" were brought into production. The oil discovered was not very great in quantity, but its discovery so inflamed the imagination of the public that Calgary witnessed a real estate boom. Nor could the citizens be blamed for their enthusiasm. It was Alberta's first real promise of recognition as a centre of oil production on a major scale. But this boom did not last very long. The war was not altogether to blame for the collapse. Over-investments in many projects which had little chance of success made it difficult for companies with real prospects to secure the much needed capital.

In 1915, the Board of Public Utility Commissioners came into being, and it may be said that the short-lived boom of the previous years was one of the reasons for its formation.

The sale of Shares Act followed. This supervised the sale of securities and gave protection to the investing public.

Several of the companies in the original boom drilled wells and obtained modest yields of oil. Small topping plants were built and gasoline was marketed from them. The

development which they carried on was in some cases accepted on reorganization of the companies. With the coming of the first Great War and the collapse of the boom, the spectacle of Turner Valley faded from the public mind, leaving very few to realize the tremendous possibilities and potentialities of that field.

After a lapse of nearly ten years, the Calgary Petroleum Products, now known as the Royalite Oil Company, drilled a fourth well. In doing so, the company immediately, though unconsciously, began the erection of the second milestone in the path of Turner Valley's progress.

Although the big flow of gas was struck on October 17, 1924, it was not until nearly the end of the year that the separator was actually working, and the oil was being put into tanks. The well was producing around five hundred barrels a day.

Owing to the conditions of the earth roads, it was necessary to haul the fruits of production by horse drawn transport. Even then, this highly volatile naphtha brought a price of about \$4.40 a barrel at the railhead at Okotoks.

The third milestone in the history of this famous field came early in 1929, when the "Home I" came into production with seven hundred barrels a day. Since that day, many more wells have been drilled. Some have yielded; many have not. But June 16, 1936, must stand out always as a red letter day in the history of the Valley, for on that day the Turner Valley Royalties Well made the discovery of crude oil in encouraging quantities in the limestone of the western flank of the structure. It is the day also, on which the intensive development really started—development which, after only three and a half years' activity, gave Alberta a yearly production of 7,593,492 barrels. This field, but forty miles from Calgary, has a great future. In time to come, we will hear more of its value to our province, our country and our empire.

In 1901, John Lineham of Okotoks organized the Rocky Mountain Developing Company, and immediately commenced operations in the N.E. Quarter of Section 30, Township 1, Range 30, west of the 4th Meridian. On September 21, 1902, oil was encountered at a depth of 1,020 feet. Some reports said the oil flowed; and others, that the oil rose some distance in the hole. Claims were made that the well would produce

three hundred barrels a day. But we learn from reliable sources that up to June, 1903, the well had not been pumped, even though a definite analysis had been made by Dr. Ellis, Professor of Chemistry at Toronto University, and another by Mr. Arthur D. Little, of Boston, Mass.

We must bear in mind that the tools and equipment used in those days were not of the standard used by oil companies today. Drilling with cable tools cut the pipe, allowing the gravel to run in. Tools became stuck in the hole after the oil had been struck, and the steam pressure in the boiler was insufficient to pull them out. The boiler was old; and the driller, in an effort to get enough pressure to pull the tools, tied down the safety valve—the boiler burst!

In October, 1904, Mr. Lineham had a pump installed. When the pump was started, water was lifted for two hours, after which, oil was pumped. Mr. Lineham filled a barrel with the oil, which he took to Pincher Creek for shipment. He brought back to the well a tinsmith and enough galvanized iron to build three fifty-gallon tanks.

Early in 1905, Mr. William Pearse visited the property and found three tanks full of oil, each holding upwards of 2,000 gallons, and a small refinery which had been made from a section of ten-inch well-tubing. This refinery was built in a temporary fire archway, and was operated by "Professor" Jules K. Rickert.

Soon a number of syndicates were formed, and many holes were drilled—all of them dry. But in 1907-08, the Canadian North-West Oil Company drilled in Section 8, Tp. 4, Range 3, west of the 5th Meridian, to a depth of 1,706 feet, and reported a showing of "thick black oil" at a depth of 1,242 feet. In 1910, a second hole was drilled at the same location, to a depth of 3,000 feet. A diamond drill was used in this hole. The cores were eventually sent to Calgary.

In 1929, oil was discovered at Red Coulee and drilling was in progress in 1930. But most of the production area is in Montana, U.S.A., only eighty or a hundred acres being in Canada.

Other isolated wells of probable commercial production have been discovered, but in none of the cases have proved areas been nearly so spectacular as Turner Valley. These are at Del Bonita; Taber-Skiff, south-east of Lethbridge;

Dina, near the Saskatchewan border, south-east of Lloydminster; Lloydminster, and Bragg Creek.

Another important oil field is in the making at Wainwright, about 130 miles east of Edmonton. This field was discovered in 1922, and oil has been proved over an area fully four miles long, and nearly the same in width. But the gravity is low (18'-22') and the yield is slow (from two to twenty-five barrels daily).

The Vermilion field, also east of Edmonton, is gaining in importance, and today stands next to Turner Valley as a producer. Since 1940, this field has advanced in a manner which has been definitely encouraging. The oil, which is a viscous product, has a gravity of from 14' to 20' A.P.I., and in some wells the gas is sufficient in quantity to maintain a good flow for a short time. There is justification for the hope that this field may develop into a major producer.

The Taber field advanced in 1942. This was due to the performance of one well, the Taber Province No. 1, the largest producer at that time outside of Turner Valley.

Ram River, in the Foothills, about one hundred miles west of Red Deer, holds good promise of becoming another producing oil field.

From 1914 to 1921 inclusive, the total oil production in Alberta, based on thirty-five imperial gallons to one barrel, was 56,675 barrels; but the output for the year 1942 reached an all-time record of 10,136,296 barrels. In that year, Alberta boasted a grand total of 256 producing wells, of which 231 were in Turner Valley. This gives Canada second place within the British Empire, with production of 23.6 per cent of the Empire's total. And Alberta produced practically 98 per cent of Canada's output.

Alberta is certainly fortunate to have such invaluable natural resources and a government and people who appreciate them.

NATURAL GAS

Natural gas has played a very prominent part in the history of Alberta's natural resources. We, in this province, do not have to produce coal to extract the gas as they do in European countries. All we have to do is drill the well and

fill the tanks, or, better still, construct pipelines direct from the field to our homes.

In England, gas is manufactured from coal and then pumped into huge reservoirs or gas tanks and, from these tanks, to the homes and business establishments. But here in Alberta it is different.

The search for natural gas in this province dates back to the eighties; but the first discovery of note was made in 1885, at Langevin, now known as Alderson, about forty miles north-west of Medicine Hat.

Five years later, in 1890, the Canadian Pacific Railway Company drilled the first productive well in Alberta. This was at Medicine Hat, and recovery was made at a depth of 650 feet. The pressure was 250 pounds. Since that time, the growing population, together with the many factories centred at Redcliffe and Medicine Hat, have been able to utilize this valuable product.

In 1894, a well was drilled at Athabaska Landing and a gas flow was encountered. The following year, however, this well was abandoned and the tools were moved down the river to Pelican Rapids, where another well was drilled.

At this well a strong flow of gas was encountered at a depth of 800 feet. This prevented water from being lowered to the bottom, and the well "blew" for years.

A second attempt was made by private enterprise in 1904, and three successful wells were drilled, proving that an oil and gas belt existed.

Early in 1906, the late Dr. D. B. Dowling of the Geological Survey of Canada advised that a well be drilled on the Sarcee Reserve. Drilling started in 1906, and by September, 1907, had reached a depth of 2,805 feet. The final depth of 3,400 feet was reached in February, 1908. Gas showings were recorded at 300 feet, 2,000 feet and 2,800 feet, but they were not large enough for exploitation. So the well was abandoned.

When we take into consideration the quality of the tools used in those days, and the advances made in the industry since then, we realize that drilling to that depth was a great achievement. All the casing was recovered and used in the second well on the Walker Estate.

The Walker well was started in August, 1908, and the driller was Mr. W. Elder. In September, 1908, gas was

encountered at 800 feet in sufficient quantity to supply the fuel for the boiler. It was estimated at the time as being 150 M.C.F. per day. In May of the following year, another flow was recorded at a depth of between 2,800 and 2,900 feet. This was estimated at 1,000 M.C.F. per day. A pipe line was laid from the well to the premises of the Calgary Brewing and Malting Company, where gas was used for the first time on April 11, 1910. The mains were later extended for domestic fuel and street lighting.

In June, 1910, Mr. Eugene Cost organized the Prairie Fuel and Gas Company, which he amalgamated with other companies, to negotiate with the C.P.R. regarding the taking over of the wells drilled by the C.P.R. at Brooks, Bassano, Dunmore and Bow Island. Plans were laid for the drilling of more wells at Bow Island, where the prospects seemed the best for a constant supply of gas.

The first Bow Island well had an open flow of 8,000 M.C.F. per day and a closed pressure of 750 pounds. In 1912, a 16-inch line was laid from Bow Island to Calgary. The route chosen went fairly close to Lethbridge, Macleod, and all towns between Macleod and Calgary, eventually supplying them all.

Gas was turned into the line in the fall of 1912; but by 1920 the field showed edge water intrusion, and the pressure had fallen so low that other sources of gas had to be sought.

Early in 1921, a new organization known as the Royalite Oil Company took over the assets of the Calgary Petroleum Products, and rebuilt the Absorption Plant, which had been destroyed by fire the previous summer. More wells were drilled. In the fall of that same year, a combination six- and eight-inch pipeline was laid from the absorption plant to Okotoks, where it fed the transmission line to Calgary. Gas was turned into this line on December 31, 1921.

In 1923, the gas company started drilling in the Foremost vicinity and developed a good supply of gas, which was piped in 1924 to the Calgary transmission line, thirty miles away.

Even with these additional sources of supply, the flow of gas was barely sufficient to meet Calgary's demand. It was not until the completion of Royalite No. 4, in October 1924, that the great reservoir of the Turner Valley limestone was tapped. The Royalite Company contracted to supply the gas

company with gas, and a 10-inch pipe line was laid direct from Turner Valley to Calgary.

In 1928, a 14-inch pipe line was built from Turner Valley to De Winton, connecting at that point with the 16-inch main. In later years much gas was produced in Turner Valley incidental to recovery of the naphtha present in the reservoir in vapor phase. In order to conserve some of this gas, compressors were installed at a suitable point adjacent to the field. Wells were repaired for the purpose of injection, and the unsuitable were plugged. Re-pressuring commenced in August, 1930, and by the end of January, 1939, no less than 13,000,000 M.C.F. was injected into the Bow Island field, increasing the pressure from approximately 250 to 565 pounds. (At one time during 1940, the pressure had increased to 875 pounds.)

About 1915, an excellent supply of natural gas was discovered at Viking, about eighty miles south-east of Edmonton. This gas was dry and odorless and free from sulphur with a calorific value of about 900 b.t.u.'s per cubic foot. The discoverers of this new field tried to interest the City of Edmonton officials, but failed to arrive at any suitable agreement, and the project of supplying Edmonton with natural gas was delayed for several years.

The Northwestern Utilities Limited, was incorporated in 1923, and immediately purchased the entire assets of the discovery company. Early in July of that same year, a 10-inch pipe line was constructed from Viking to Edmonton. This pipe line had a capacity of 23,000,000 cubic feet per day, but it was deemed necessary to build a bigger and better pipe line in 1928-29.

This is a very promising field and its reserves are tremendous enough to appear adequate to meet the demand for many years to come. An area of from fifteen to eighteen square miles has been proved in the field. About ten miles to the east, another field of great promise is known to exist at Kinsella. This has been outlined by the drilling of three or four successful wells. The closed pressure is analgous to that of the Viking field, and there is every reason to believe that its reserves are much greater than those originally existing at Viking.

The severe cold of the winter of 1942-43 caused a break in the main line, and Edmonton homes and business establishments were without fuel for a few hours. The mishap, however, was quickly overcome, and early in 1943 an auxiliary line was completed to counteract any future disconnections.

Much prospecting has taken place at Steeveville, about one hundred miles due east of Calgary, and large flows of gas have been obtained from wells drilled in 1939.

The Medicine Hat-Redcliff field boasts about fifty wells. These supply the two municipalities with domestic and industrial fuel, forming the basis for manufacturing. This field covers an area of at least fifty square miles.

BITUMINOUS SANDS OF ALBERTA

The first mention of the bituminous sands of Northern Alberta was made by Peter Pond in 1778. Five years later, they were observed by Alexander Mackenzie.

This far away period conjures up the names of other great explorers—first pioneers of that immense and wealthy region which was some day to become Alberta—Edward Umfreville, Peter Fidler and David Thompson—names which carry a special significance and which will always occupy a glorious place in Alberta's history.

The bituminous sands of Northern Alberta represent one of the province's most valued possessions. The reports of engineers dealing with these vast deposits, their present accessibility, methods of recovery and analyses of products to be obtained carry a real interest.

There are many sights of interest for travellers in Northern Alberta. The most interesting of all is, without question, the spectacle of the great cliffs and slopes of these bituminous sands along the banks of the Athabaska River. These exposures, some of which attain a height of two hundred feet and more, are noticeable for one hundred miles along the river and extend for a considerable distance up its tributary streams.

Fort McMurray represents the focal point for these deposits. From this centre they extend sixty-five miles down the Athabaska where they terminate against recent lake deposits, sixty-five miles up the Clearwater (the eastern limit not yet being mapped), and forty miles south-west

up the Athabaska, where they pass beneath the river bed. In the vicinity of Pelican Rapids, about eighty miles further south, up the Athabaska, wells have penetrated the sands and found them saturated as at the outcrop, though apparently much thinner.

For many years, these deposits were regarded primarily as a source of supply for paving material; and, in 1916, the first demonstration pavements constructed from McMurray tar-sand were designed and laid by the Federal Government in the City of Edmonton.

These pavements—there are more than one—were laid on 117th Avenue and 81st Street, Edmonton; and to date the surfaces show no signs of deterioration, even though they are in the centre of a much travelled traffic area. Since the day they were laid they have involved no maintainance charges; and, apparently, they are good for many years of satisfactory service.

Early in 1914, Mr. Thomas Draper, a man of foresight and integrity, squatted on land a few miles south of the present village of Waterways. The high cliffs of bituminous sands were all round him. He started to mine the sands and encountered much difficulty, until Dr. S. C. Ells of the Department of Mines and Resources, Ottawa, offered to help him. Dr. Ells was doing research work for the Dominion Government at the time, and his efforts and perserverance have contributed enormously to the successful development of this natural resource.

Nearly two hundred and seventy outcrops have been examined along more than two hundred and twenty miles of waterways, and samples from these outcrops have been carefully analysed by the mines branch at Ottawa and by the research council of the University of Alberta.

The researches of these organizations have indicated that the tar-sands are a potential source of exceptionally high-grade gasoline and fuel oil.

Dr. Ells suggested the use of flotation cells and carried out a number of experiments designed to separate the oil from the sand. His method was subsequently accepted by J. M. McClave of Denver, Colorado, and constitutes the principle of the McClave process.

In 1922, Mr. Thomas Draper leased 1600 acres near Waterways from the Dominion Government. This was the land on which he had squatted a few years previously.

That same year, Count von Hammerstein, who had spent much of his time prospecting for oil in the Fort McMurray vicinity, applied for a freehold in the region. This was granted, and the Count and his associates became, it is believed, the only "freeholders" in that field. Their freehold is located in the vicinity of Hangingstone Creek.

Howard Stutchbury, a pioneer Edmonton resident, has for many years been a strong advocate for the development of the tar-sands, and has done some estimable work in the interest of such development. It was he who suggested that the tar-sands should be used to pave the roads in Canada's National Parks. Mr. J. Harkin, Commissioner of Parks, Ottawa, was in accordance with this suggestion, and asked that five thousand acres of tar-sand formation be reserved to supply the needs of the National Parks. This reserve is located near Fort McMurray, and is known as the Horse River Reserve.

In the summer of 1926, tar-sands were used for the first time commercially for road surfacing at Jasper. Approximately 35,000 square yards of surface were laid at the time. The construction of this road meant that a small quarry had to be opened at Fort McMurray. In connection with this project, it was necessary to design and construct a suitable heating and mixing plant for the preparation of the wearing surface mixture. This project was under the supervision of the Mines Branch, Ottawa.

The University of Alberta, and the Research Council of Alberta have continuously experimented with the tar-sands; and, to carry on their experiments, they have built and operated a separation plant at McMurray. A laboratory exclusively for research of the tar-sands is located at the University. Dr. K. A. Clark of the Research Council of Alberta has done some very valuable work on the bituminous or tar-sands. For a number of years he has devoted most of his time in the laboratory to experimenting with samples of this important natural resource.

These experiments have indicated that the tar-sands are a source of unlimited supply of bitumen, crude

petroleum and fuel oil. In 1930, Max W. Ball, representing Denver (Colorado) interests, and W. P. Hinton, representing Toronto interests, leased a considerable acreage from the Dominion Government. They agreed to make an immediate start on the work of separating the oil from the sand. This company did not succeed until 1940, and the first oil was not shipped until 1941. The "Abasands," as the company which Max Ball represents was known, spent considerable money trying to make a successful job; but, just when victory was in sight, a disastrous fire razed the entire plant. In 1943, the Dominion Government took over the operation of the Abasand Oils. They erected new separation plants and living quarters for the employees and built good roads. But so far (1944) they have not produced any appreciable quantity of either fuel oil or crude petroleum.

At Bitumount about fifty miles north of Fort McMurray, Mr. R. C. Fitzsimmons, a native of Prince Edward Island, has been more fortunate. Mr. Fitzsimmons, a man of great energy and unlimited faith, first entered the McMurray region in 1924. When he saw the enormous cliffs of virgin tar-sands, he immediately applied for a lease. For a few months he carefully studied the formation and experimented with various and numerous methods of extraction. In 1925, he extracted two barrels of almost pure bitumen from the tar-sands.

Many methods of extraction were tried during the next five years, but it was not until 1930 that a system was perfected. In September of that year, a box-car load of bitumen was shipped by rail to Edmonton. This was later used for the paving of Caribou Street in Banff, Alberta, and a section of the Banff-Windermere Highway in Kootenay Park, sixty-six miles west of Banff.

The aggregate used was a screened gravel taken from a natural pit which would pass through a one-inch screen. The paving was laid under a five-ton roller to a compacted thickness of two inches; the width of the laid pavement was eighteen feet with a slight crown in the middle. The formula used in this paving was as follows: 12.1 gallons of extracted bitumen for each cubic yard of material; 28 pounds of drier (gypsum) per cubic yard of material; and, when the pavement

was laid, 0.22 gallons of extracted bitumen per square yard applied as a flush coat.

The main feature about this paving was that the aggregate and bitumen were mixed cold, hauled to the road in trucks and then laid in place, being graded by a power grader and then rolled.

In 1931, Mr. Fitzsimmons and his associates installed an extraction plant and produced about 1,000 barrels of bitumen. However, the people who were in a position to finance the operations of the plant could not or would not extend any further assistance; consequently, operations were curtailed to a minimum. This should never have happened, as the products were proved to be exceptionally valuable for road paving, roofing, making of paint and even medicine.

This company was registered under the name of "The International Bitumen Company," and many were the products successfully marketed. In 1932 and 1933, a carload of bitumen was shipped to Calgary, and the City of Edmonton also purchased two or three car-loads. Up to this date, practically everything that was produced was pure bitumen. But a refinery was started in 1936 and finished in 1937. A few samples were run through this refinery, and, in 1938, some 3500 barrels were filled with asphalt and about 70,000 gallons of oil were produced.

In 1937, a carload of bitumen was shipped to a roofing company in Crown Point, Indiana, U.S.A. So satisfied was this company with the shipment, that they immediately ordered another carload and, in 1939, repeated their order. This company would have purchased much more had it been available.

J. E. Deegan and Sons, roofing contractors of Calgary, Alberta, have used the products of the International Bitumen Company, and have stated that there is no limit to the various products that may be obtained from tar-sands.

The analysis of samples sent to the Chicago Laboratory gives the approximate composition of the tar-sand from Bitumount as follows:

Moisture	1.00%	Heavy Oil	18.35%
Naptha	9.00%	Asphalt	15.51%
Kerosene	35.00%	Lamp Black	0.69%
Light Oil	16.00%	Ash	3.65%

A paint and roofing company operating in Edmonton specializes in the products of the International Bitumen Co. Among these products, now on the market, are semi liquid roof coating, plastic roof cement, gum cement, lap cement, smokestack paint, metal paint, fibrated roof coating, shingle stain and paints, flashings for chimneys, preservative paints (for underground pipes, concrete piers, basements, etc.), and ichthulene (medicine).

Ichthulene—a medicinal product in the Ichthuol class—has been perfected by the International Bitumen Company, and for many years it has been successfully utilized by a number of large hospitals in the United States of America, among which are the Billings Hospital, University of Chicago and the Cook County Hospital. During the years 1938-39, vast quantities of diesel and fuel oil were shipped from Bitumount to the various gold mines of the far North. However, financial difficulties during the past few years have been instrumental in compelling Mr. Fitzsimmons and his associates to postpone operations in the Bitumount region.

In 1943, the International Bitumen Company was taken over by the Oil Sands Ltd., and this company, using the same plant and methods used by the International Bitumen Company, produced about 2500 barrels of fuel oil and bitumen in 1944. This company, with the aid of the Provincial Government, is erecting a new extraction plant, which will cost approximately \$250,000. This is now being built.

There is no reason why the tar-sands of Northern Alberta should not, in the years to come, add considerably to the oil output of Alberta, Canada and the world in general.

OTHER NATURAL RESOURCES

SALT

The first known salt deposits of the North-West were recorded in 1825 by employees of the Hudson's Bay Company. These men were on a hunting expedition in the country immediately west and south of what is now Fort Fitzgerald.

The Indians had told them that they would be sure to get ample game in that locality, but that they should not drink any water from the river which flowed east.

They found plenty of game, and they noticed that the game was drinking from the river; so they tasted the water, also, and were delighted with its saline taste. They realized that they would no longer be dependent on the eastern posts for salt, and, furthermore, that they would have more than enough. They would be able to supply all of the trading posts in the west and north.

Through careful search, they located numerous salt springs. All around these springs were beds of almost pure salt.

Jubilant over their discovery, they filled their bags with blocks of salt and returned to their headquarters to spread the wonderful news. From then until a few years ago, salt from this source was distributed extensively throughout the North-West. Thus one of Alberta's oldest industries was born.

The animals and birds craved salt, and that is why they congregated at the salt springs. Nature abundantly provides salt for the uses of man, but it was practically unused in the West before the coming of the white man.

For many years, trained geologists and engineers have made a thorough study of these salt beds. They report that the entire country between the Slave River and the Salt Springs and between Salt River and a point just south of Fort Fitzgerald is a great salt plain.

Another important salt area is located at La Saline, about twenty-seven miles north of Fort McMurray. But probably the most spectacular field was discovered at Waterways, near Fort McMurray, in the beginning of the present century, when oil companies engaged in drilling wells for oil discovered salt brine in the wells. Although this was worthy of notice at the time, it was not until 1921 that an energetic company of Edmonton business men attempted the develop-

ment of this natural resource. This company was known as the Alberta Salt Company.

Although the product obtained was most satisfactory, transportation difficulties at that time made it impossible for the company to carry on commercially; and, after three years, the plant was closed down.

At a later date, arrangements were completed between the Alberta Government and a company known as the Industrial Minerals, Limited, for the development of salt in the McMurray area. A well was drilled by this company at a distance of some six hundred feet from the railway at Waterways. Salt was found at 693 feet from the surface, and with further drilling the deposit was discovered to have a thickness of 199 feet. This well proved that a commercial body of salt existed in the immediate vicinity. Other wells drilled in that area were equally successful, and the future of the salt field was well established.

It is estimated that the deposits exceed 500,000 tons to the acre, which tests on analysis 98.27 per cent to 99.57 per cent purity.

Salt from this plant has found its way to markets all across Western Canada. The modern machinery used at the plant enables the operators to turn out the product in packages of varying sizes for the domestic market, the smallest ones running, in the final stages, through an automatic process for cellophane wrapping. Salt in packages or cartons of two pounds and in sacks weighing three and one-half pounds, seven pounds, and fourteen pounds is produced at the plant. Salt for cattle is shipped iodized (potassium iodide and iron oxide) or pure as required. These blocks approximate fifty pounds in size, the iodized salt being red in colour as a distinguishing mark. Salt for the commercial trade is put up in sacks of fifty and one hundred pounds.

Dr. Allen, Head of the Department of Geology at the University of Alberta, estimates the deposit of 30,000,000 tons at least—sufficient, at the present rate of consumption, to supply the demands of the entire Dominion for at least sixty years.

LUMBER

Forestry and the lumber industry have played a prominent part in the development of the province, and are second

only to the fur industry as regards their ancient establishment. Past records indicate that Alberta lumber was used by the Northwest Traders and the Hudson's Bay Company more than a hundred and fifty years ago.

Fort Edmonton was the repair shop for these companies, and many of the boats which came from York Factory and up the Saskatchewan River were repaired within the walls of the ancient Fort. In addition to this, sleighs and runners were also assembled there.

The Missions and Forts were built of local forestry products. And we learn that the industrious Father Lacombe built himself a miniature sawmill at St. Albert in, or about, the year 1860. The Oblate Fathers tell us that the oxen hauled the logs to the sawpit and that the logs were sawn under Father Lacombe's instructions.

The Mounted Police records show that, when they built their forts at Macleod, Calgary and Edmonton, "the lumber was 'whipsawed' into boards." With the coming of the railroad into the North-West, up-to-date sawmills were established in the Cypress Hills and the foothills of the Rocky Mountains. The construction gangs of the railroad had utilized the products of the forests by cutting down the big trees to make ties for the railway. If we would realize the enormous amount of lumber lying beneath the steel rails of the railways in this province, and beneath the street railways in our cities, and the numerous pit props used in the mines during the last sixty years, it would help to impress how valuable an asset our timber reserves are to us.

In the late summer of 1885, W. H. Cushing and W. Jarrett started the first storm sash and door factory in Alberta. This was located in Calgary. Two years later, Mr. Jarrett retired and Mr. Cushing carried on alone. A few years afterwards, however, Mr. Cushing's brothers entered into partnership with him, and the name of the firm became Cushing Bros. Limited. In 1900, this company established a branch in Edmonton.

During the winter of 1876-77, telegraph poles to be used in the construction of the telegraph line from Winnipeg to Edmonton were cut along the banks of the North Saskatchewan River. It is believed that the Hudson's Bay Company did most of the work of cutting and trimming these poles.

They operated a sawmill on the north bank of the North Saskatchewan River for many years after 1878; and directly across the river, John Walters had operated a sawmill since 1881. A very disastrous fire in the fall of 1883 completely destroyed Mr. Walter's sawmill, but he started anew, and for many years his business flourished.

In 1898, Mr. Sheridan Lawrence freighted a sawmill and a threshing machine from Edmonton to Peace River Crossing, and this was probably the first commercial sawmill in the Peace River Country. The Roman Catholic Missions had their own sawmills prior to this, but they were used only for the construction and maintainance of the mission buildings.

It is impossible to keep track of the lumber output, since much is taken by farmers and homesteaders for their personal use. But the Government does keep records of the lumber and timber taken from Crown Lands and School Reserves.

Forest fires annually destroy large areas of valuable timber, and to estimate the number of valuable fur-bearing animals and other wild life that perish in these disastrous fires would not be feasible. To prevent the annual loss from forest fires, which exceeds many millions of dollars, the Provincial Government has established forestry patrols, wardens, look-outs and rangers.

From October 1, 1930, to December 31, 1941 there were in Alberta 4,083 fires, which covered 5,968,002.375 acres and caused known damage to the extent of \$9,767,734.

Of the four national forests in Alberta, the largest is in the Rocky Mountains and is situated on the eastern slopes. It covers an area of approximately 8,600,000 acres and is divided into units known as the Crowsnest, the Bow River, the Clearwater, the Brazeau and the Athabaska forest. The other three are the Lesser Slave Lake forest with an area of 3,254,900 acres, the Cypress Hills forest covering an area of 116,579 acres and the Cooking Lake forest near Edmonton, which is a small forest of 37,480 acres.

The national forests are called forest reserves. But, they are reserved for use, and not from use.

It is from these vast forests that we get our supplies of lumber. Most of the railroad ties come from the low lying spruce forests immediately west of Edmonton and the C.P.R. line from Calgary to Edmonton. From this same source come

thousands of mine timbers for use in Alberta and Saskatchewan coal mines. A great industry is progressing along the Whitecourt line north-west of Edmonton and in the Drayton Valley district south-west of Edmonton. It is these localities which produce the bulk of the lumber used in Northern Alberta. Modern equipment, planers, edgers and trimmers are to be found along the "branch lines" running west and north from Calgary and Edmonton.

In the near North (Peace River district) it is estimated that at least 8,000,000,000 board feet of timber of all descriptions is available for the manufacture of lumber. The greater part of the finished product is used within the province—in the building of our homes and business establishments. The province is dotted with sash and door factories, the larger of these being in the cities.

In the far North, the Anglican and Roman Catholic Missions have their own saw-mills. These can be found at Fort Resolution, N.W.T., operated by the Roman Catholic Mission; and at Hay River, Alberta, by the Anglican Mission. The Department of Mines and Resources operates saw-mills at Fort Smith and Fort Simpson.

FISH AND FUR

It was the quest of fur and fur-bearing animals that enticed the ancient trader to the Northwest two hundred years ago, and fur was still the main attraction until seventy years ago. The important little beaver, the fox, the muskrat, the skunk and even the insignificant squirrel, all played a prominent part in this great industry.

The fur-bearing animals of the North-West, for hundreds of years before the coming of the white-man, supplied the Indian with both food and clothing; in this sacrificial act the beaver played the leading part.

The beaver is a wonderful engineer, and the manner in which he constructs his dams and lodges has always been a topic of great interest. In olden times a beaver lodge was marked on maps to give locations to travellers. The general length of the beaver is about thirty inches with a tail about nine inches long. The average weight is approximately thirty pounds.

When the white man first came into the West, the beaver was to be found in almost every creek and river, and were

very numerous, but the trapping and hunting of almost two hundred years, has reduced its numbers enormously. Today the beaver is protected to a great extent by preservation laws.

The musquash or muskrat is much smaller than the beaver, but it is an enemy which the beaver fears. It is also found along the banks of creeks and the shores of marshy ponds. It has a rich fur varying in colour from medium brown to near black.

The skunk is a beautiful animal about the same size as a cat, but much stouter. It has a lustrous black fur adorned with two stripes of white hair which extend the full length of the body. It also has a large bushy tail. When it is attacked by man or other animals, it give off an offensive secretion. It is pre-eminently an insect eater, and it also destroys numerous beetles, grasshoppers and even mice and frogs.

The weasel family was, and still is, well represented in Alberta. There are many varieties of it, the most common being the ermine, which is about ten inches long, with a tail about four inches long. In the summer time the ermine is a chocolate brown colour, but in the winter its colour changes to a snow white except the tip of the tail, which is black at all times. For hundreds of years, ermine robes have been worn by royalty on state occasions.

The mink is a member of the weasel family, and has a length of from fifteen inches to eighteen inches, and a tail about seven inches long. It is much more valuable than the ermine. Its fur is very rich and fine and of a dark brown colour.

The fisher is probably the most valuable of the weasel family, besides being the largest—from two or three feet long and from twenty to thirty pounds in weight. Its colour varies from greyish brown to brownish black. It is a great fighter and is probably the most active of all arboreal animals.

The marten is much smaller than the fisher and has a fine silky fur of a rich brown colour, shading into black on the tail. There is a large irregular patch of orange on the throat.

The otter is a beautiful sleek animal about twenty inches long. At one time it was very common, but today it can be found only in a few scattered lakes in the far West and North. Its fur is rich and silky and is very valuable.

At one time the different species of the fox family were to be found in Alberta, but, today, the most common is the red fox. It is still very well represented in the wooded country of the Western portion of Alberta, and also in the North.

Another fur-bearing animal which has contributed to the natural resources of Alberta in no mean way is the lynx, a member of a cat family. It is found in the heavily wooded country of the Foothills. It looks and behaves like a large grey cat, but it is much larger and weighs up to forty pounds. The busbies of the British Hussars are made of lynx fur. For many years the British Government purchased most of the lynx skins from the Canadian trappers and traders.

The fur-bearing animals may seem of little importance to us today, but it was because of these that the white man came into the country and discovered that it had much more to offer than furs.

The Indian of northern Alberta is a hunter and trapper by occupation, and his efforts contribute extensively to the fur industry. Today many white men follow the occupation, and the last few years have witnessed favorable expansion in this industry.

From 1930-31 to 1941-42, the total number of pelts trapped or caught on license was 32,839,347, and they were valued at \$22,773,498. So we can see how valuable an asset the fur industry is to Alberta.

Of course the value of fur varies each year depending on the markets and conditions, but over a period of years the contrast in prices is most remarkable. A few years ago, the value of a silver fox was as high as \$2,000, muskrats were practically worthless, and the fisher was worth from four dollars to seven dollars and a half; today, a muskrat commands a price of from two dollars up, the fisher is worth more than two hundred dollars, and a good prime silver fox about the same.

Sixty years ago, the Hudson's Bay Company held a monopoly of the fur industry, but today they encounter much competition from the free trader.

The North still contributes largely to the fur trade; but, in recent years, private enterprise has established mink and fox farms throughout the province from Calgary to the 60th parallel.

The Delta of Fort Chipewyan has supplied countless thousands of muskrat pelts in past years, and even today it is acclaimed the best trapping ground for this particular animal in the Province.

There are more than 1,094 licensed fur farms in Alberta, stocked with more than 59,087 animals kept solely for breeding purposes, and valued at more than \$1,948,431. In fur farming, Alberta is the second leading province in Canada. In 1942, we produced mink alone valued at \$1,700,000, while the insignificant little squirrel brought in \$419,532.

Alberta's lakes supply a considerable quantity of fish for the commercial markets as far distant as Chicago and New York.

The fisheries of Alberta can be divided into three classes—commercial fishing, domestic fishing for home consumption, and game fishing.

Commercial fishing is carried on north of the North Saskatchewan River in the large lakes where whitefish, trout and pickerel are plentiful. These lakes are Lesser Slave, Lac la Biche, Wabamun, Lac Ste. Anne, Calling and Cold Lake, and the large lake which touches the north-east of Alberta, and the north-west of Saskatchewan—Lake Athabaska. From these lakes, commercial fish of all species, with a total poundage of 5,920,099 pounds were taken in the fiscal year of 1941-42.

In 1905, the value of commercial fishing was \$108,265. The varieties of game fish found in Alberta are second to none on the North American continent; but, owing to the increasing population of the past thirty years, the government found it necessary to establish fish hatcheries in the province. The first was located at Banff in 1913, with a subsidiary hatchery at Pirmez Creek on the Elbow River. However, the hatchery at Pirmez Creek was found unsatisfactory and was discontinued. In later years another hatchery was started at Waterton Lakes; and, a few years ago, a whitefish hatchery, capable of handling one million eggs, was established on the south shore of Lesser Slave Lake. This hatchery assists the natural stocking of the northern lakes with commercial fish. A grand total of 58,850,000 eyed whitefish eggs from the Lesser Slave Lake hatchery was planted in Alberta lakes dur-

ing 1941-42, and the distribution of game fish fry (trout of all species and perch) to Alberta rivers, creeks and lakes totalled 2,006,900.

CLAY AND CLAY PRODUCTS

During the past forty years, clay has played a prominent part in the natural resources of Alberta. At Medicine Hat and Redcliffe, in the southern portion of the province, huge factories operate night and day, producing essential commodities. From the clays so familiar to that locality, Medicine Hat supplies practically all of Western Canada and parts of Eastern Canada with brick, tile, sewer pipe, flue lining and potteries of all descriptions.

As far as can be traced, the pioneer of the pottery industry of Alberta was Mr. William Clark, a native of Zanesville, Ohio. His pottery, located at Medicine Hat, was called the Canada Potteries. It was started in 1910, and confined its original output to stone crocks but, later, produced bowls and teapots, etc.

In 1916, the Medalta Potteries Ltd. was established at Medicine Hat. Today, their products are marketed throughout the Dominion. They consist of vases, jardinières, casseroles, crocks, cups, saucers, plates, etc.—practically everything or anything in crockery. The banks surrounding Medicine Hat and Redcliffe provide the clays and shales necessary for this industry.

Clay also contributes to our buildings in no small way, for the bricks, of which the greater part of these buildings are constructed, are made from clays mined right here in Alberta.

Quarries and brick factories are located throughout the province. For many years, Mr. Little and his sons have operated a brick yard on the Fraser Flats in Edmonton.

The biggest brickyards in Alberta are those of the Medicine Hat Brick and Tile Company. This company was founded early in the present century. After passing through many ownerships, it was finally purchased by the Redcliff Pressed Brick Company.

At Redcliff, six miles west of Medicine Hat, the Gunderson Brick and Coal Company, has been in operation since 1907.

This company was originally known as the Redcliff Brick and Tile Company, but was re-incorporated under its present name in 1932. Many thousands tons of clay have been mined by these and other Clay Product Factories during the past forty years, but the most spectacular year of production was 1912, when no fewer than 18,000,000 bricks were marketed from the Redcliff Brick and Tile Company alone.

The industries of Redcliff, however, are not confined to brick and clay products. The Dominion Glass Company have been established there since 1913. The well-known "Improved Gem" fruit jars and sealers, so familiar in our homes, are manufactured at Redcliff by the Dominion Glass Company, whose products include lamp chimneys and lantern globes, all kinds of glass containers and insulators, etc.

Although the actual operations in the making of glass have changed considerably owing to the introduction of modern machinery, the same basic principles developed in the ancient world, many years B.C., are still embodied in the modern technique.

The flow of natural gas, which is so constant in these localities, is undoubtedly instrumental to these great industries.

IMMIGRATION

Georges Franchere, who in 1814 descended the North Saskatchewan River from Fort George, described the river as one of the most beautiful in the world. He said: "The banks are perfectly charming and offer a diversified scene: Hills in varied form, crowned with superb groves, embrowned at evening and morning by the prolonged shadows of the hills and of the woods which adorn them. How comes it to pass that so beautiful a country is not inhabited by human beings?"

His description is as good today as it was one hundred and thirty years ago. But, should he have lived, he would have seen a magical transformation. He would have seen the hills crowned with waving wheat. The shadows of the hills would be interrupted with the shadows of magnificent cities and towns, elevators, mills, mines and derricks. Also, he would meet the men and women who made this possible, and would learn that they were the children of many nations.

Georges Franchere may have been the first to make such a favourable report of the North Saskatchewan River and the country through which it winds its ragged way to the seas, but he certainly was not the last.

In 1828, Sir George Simpson, the pompous Governor of the Hudson's Bay Company, made a memorable journey across Rupert's Land. He agreed that the country was rich and fertile. But, unlike Franchere, he did not advocate settlement. It was his desire that Rupert's Land should remain a fur-producing domain of the H. B. Co.

Sir George, in the memoirs of his journeys, referred to the country between the Red River and the Rocky Mountains, as a beautiful succession of lofty hills and long valleys, rich in a profusion of wild roses and bluebells. Little did he think at the time that his praises of the region would be used against him when the Hudson's Bay Company applied for renewal of their license in 1857.

There was strong opposition to such renewal, and this opposition resulted in the appointment of a committee which was instructed to investigate the suitability of Rupert's Land for settlement. The entire economical structure of the Hudson's Bay Company was in a precarious position. Employees and ex-employees of the H. B. Co. were questioned, examined and cross-examined by the most brilliant investigators of that

period. The hearings lasted for more than four months. Sir George Simpson was called upon to give evidence; and it was then that he contradicted his previous descriptions by saying that the poverty of the soil would not support a population; that the scarcity of fuel, the swarms of locusts and the ravages of the spring floods, which often drowned the country, would prove detrimental and disastrous to settlement.

The Imperial Government, desirous of gaining a more satisfactory knowledge of the Northwest, had instructed Capt. Palliser—a distinguished geologist and explorer—to organize an expedition to explore the British territory between Lake Superior and the Rocky Mountains.

Palliser, accompanied by a well trained group of assistants, one of whom was the renowned medical man and botanist, Dr. Hector, left England in the spring of 1857. Before he departed on his memorable journey, Captain Palliser was issued specific instructions: to determine the suitability of the land for colonization; to indicate the location and bounds of such territory, should it be found; and to discover a passage through the mountains that could be used as a means of transportation to the Pacific Coast.

The explorers spent nearly four years in Western Canada before they returned to England.

In his journals, Palliser strongly recommended the suitability of the North Saskatchewan Valley for agricultural purposes, and also a strip of land which sloped eastwards from the Rockies. He made special reference to the "arid plains, devoid of timber and pasture, through which flowed the South Saskatchewan River". This area is well known today as a drought area. He also mentioned that there was an abundance of water and good pasture in the Cypress Hills, and that the slopes of the hills were heavily timbered with spruce, pine, fir and maple. This report was the forerunner of the settlement of Western Canada.

To stimulate such settlement, the public opinion advocated the construction of a trans-continental railway, which soon became a reality. Settlers from the British Isles, Eastern Canada and the United States flocked into the Westland, and Alberta became another bright jewel in the crown of the British Empire.

The first white settlers of the West and Northwest were a cosmopolitan gathering of British royalty and remittance men, Texas cowboys, French-Canadian trappers and traders, California "gold miners" and ex-mounted policemen. Nevertheless, they were a hardy lot of pioneers. Unity was their password, and class, creed and colour were forgotten. The one thing they shared in common was to build a commonwealth in the outposts of empire. They came as conquerors and they conquered.

Long before the ties and steel rails of the Canadian Pacific Railway had been laid on Alberta's soil, the thriving communities of Macleod, Pincher Creek, High River and Medicine Hat were well established.

However, the construction of the railways induced more rapid settlement. Thousands of British and American immigrants sought entry into the Northwest. Many of these settled alongside the railroad; others followed the survey lines and founded new villages and towns as far north as Red Deer.

It was during that historic period that the Mormons, headed by Charles Ora Card—a bishop of the Mormon church—selected a location at Lee's Creek and founded the community of Cardston.

As soon as they arrived at their destination, they began turning the virgin soil with spades and forks. Then they seeded their small plots of oats and vegetable gardens. After they had thus prepared for the future, they built their homes and sought seasonable employment with established farmers and ranchers.

The first year's returns were exceedingly good. From slightly more than one and a half acres, Bishop Card threshed more than one hundred bushels of oats; and there were enough vegetables to ensure seed for another season and at the same time sustain the settlement until the following summer.

The success of the first year's crop encouraged the Mormons to extend their activities. More and bigger plots were seeded to oats. And other Mormons were invited to settle in Alberta. By 1900, more than a thousand Mormons had established their homes under the British flag in Alberta. The towns of Magrath and Stirling were founded by them, and prosperity was widespread. Jesse Knight, and his sons, William and Ray-

mond, established a sugar refinery at what is now Raymond. Unfortunately the initial venture was a failure. The plant was dismantled and moved across the border. In later years however, sugar-beet farming appealed to the industrious Mormons, and a new plant was erected on the site of the original refinery. Today, the sugar-beet industry is one of the most profitable in Southern Alberta.

Albertans are proud of the Mormon settlers, and of their contribution to the agricultural wealth of their province. Their towns, with their beautiful trees and gorgeous flower gardens, are a delight to see. Their cosy homes and attractive schools and churches, are a credit to an industrious, energetic and stalwart band of pioneers.

When the Calgary-Edmonton Railway was being rushed to completion, European settlers gained admittance to Alberta. At first, the non-British immigrants were of German, Flemish and Scandinavian origin. The new country abounding in opportunities, held much attraction for them. In the first place, free homestead land in the vicinity of prospective railroads was readily available. Many active organizations showed their willingness to assist the new settlers, and the construction of the railway offered them employment in the summer months. During the winters, they could fulfil their homestead obligations by residing on their grants, clearing the land and building their homes, barns and fences. For those who did not wish to enter on free homesteads, there was an abundance of C.P.R. and Hudson's Bay Company land to be had for prices as low as from three to five dollars per acre. This, too, on easy terms of payment.

The new settlers founded colonies, towns and villages between Calgary and Edmonton. Many of these places bear names that are relative to the country of the pioneers' birth. Viking, New Norway, Bawlf, Hughenden, Heisler, Bruderheim and Edberg are but a few. Camrose is a thriving town in the midst of a Scandinavian settlement, while Stony Plain and Spruce Grove, were the choice of the German and Austrian settlers.

In the early nineties, the oppressed people of Central Europe—the Poles, Slovaks, Rumanians and Ukrainians—were seeking admission to Alberta. A few were accepted; and, in 1894, six Ukrainian families were located at Star, about

fifty miles north-east of Edmonton. They came unassisted, and were the vanguard of the mass migration from the Ukraine. In 1899, sixty Ukrainian families settled at Pakan which is also north-east of Edmonton.

About the same time, various religious organizations and churches were asked to encourage settlement in the North-west. The response was most gratifying. The Roman Catholic Church was responsible for the influx of thousands of French-Canadian families from Quebec and the Maritimes. These settled to the north and north-east of Edmonton, and founded the towns and villages of Morinville, Legal, Picardville, etc. About 1901, Bishop Lloyd took over the responsibility of settling the Barr Colonists in the vicinity of Lloydminster. This settlement is predominantly British. The Salvation Army and the United Church encouraged British youths to come to Canada, where they would be guaranteed permanent employment on farms selected by the sponsors.

It is interesting to learn that the population of Alberta, which numbered 16,340 in 1886, had grown to 796,169 by 1941. The province is still sparsely populated having an average of three persons to each square mile of territory. There is ample room for millions more within its borders.

Between 1906 and 1929, a total of 534,686 immigrants entered Alberta. Of the racial origin of Alberta's population the Dominion census of 1941 gives the following figures, arranged in descending order of numerical strength:

1. English	194,934
2. Scottish	112,540
3. Irish	83,876
4. German	77,721
5. Ukrainian	71,868
6. Scandinavian	63,494
7. French	42,979
8. Polish	26,845
9. Netherlands	20,429
10. Russian	19,316
11. Indian and Eskimo	12,569
12. Czech and Slovak	8,117
13. Hungarian	7,892
14. Austrian	7,513
15. Italian	4,872

16. Roumanian	4,206
17. Jewish	4,164
18. Finnish	3,452
19. Chinese	3,112
20. Belgian	2,919
21. Japanese	578
Other British Isle Races	11,082
Other European Races	4,015
Other Asiatic Races	504
All Others	9,815
Not Stated	251

Of the total population, nearly 400,000 are of British origin. 537,782 are Canadian born, and 752,488 are British subjects.

Because of the ties of Empire, the British settler is the most desired; but, unfortunately, both for himself and for us, he is apt to consider himself above, and superior to, the non-British settler. He should remember that he, himself is not in the country of his birth. As a farmer, he is not always successful, but as a tradesman or a technician, he is one of the best in the world.

The Germans, Scandinavians and Flemish, are easily assimilated. They are good settlers, having been accustomed to a much higher standard of living in their old country than were other Europeans. They are studious, energetic and industrious. Although many of them are successful farmers, many more are employed in the cities as carpenters, bricklayers, plumbers, machinists and engineers. A few are employed in the mines and lumber industries, where they often hold key positions.

The Anglo-Saxons are well represented in the coal mining industry, as are also the Yugo Slavs, Italians, Ukrainians and Poles.

Although some of the Central Europeans are engaged in occupations other than agriculture, the vast majority of them are truly "Sons of the Soil". For generations, their forefathers have lived for the land, on the land, and by the land. Today, the same as a thousand years ago, they refer to the land as "Mother Earth". It is small wonder, then, that they welcomed the opportunity of emigrating to a new country where they could farm to their heart's desire with the knowledge that the land would soon be their own property, and that they would be

working for themselves instead of for an overlord. In their former home-land, many of them had been treated as slaves by unscrupulous landlords, who robbed them ruthlessly by unjust taxation. They had been compelled to wrest a living from small plots of land which seldom equalled more than four acres. Many of them had received no education whatsoever, and their standard of living was rather low compared with that of other immigrants.

In 1896, Sir Clifford Sifton, Minister of the Interior during the Laurier administration, introduced an impressive immigration scheme, which was to create a new era in Canadian history.

Trainloads of strange men and women were brought into the West from Eastern seaports. Dressed in peculiar clothing—sheepskin coats, astrakhan caps and cossack boots—the men looked even more foreign than did the women in their gaudy head-shawls and scarves and their long black hemp skirts that reached to the ankles.

A few of these immigrants were big and husky, but the majority were of medium build. A few were blonde and blue-eyed; the others were dark-skinned and had the dark flashing eyes so characteristic of the people of Slavik origin.

In order that they might raise the money for their passage to Canada, they had parted with nearly all their earthly possessions. It has been stated many times that the average immigrants from Central Europe had less than fifty dollars to their credit when they arrived in this country. Nevertheless, these resourceful people immediately began work on the construction of their homes. With an axe and a saw, they cut down the trees which supplied the logs for their rude houses. The branches of these trees were used as supports for the thatched grass roofs. Heavy soil mixed with light clay and water made an excellent plaster for both the interior and exterior walls of the house. The same mixture was used in the construction of the huge stove which was so common in Slavik homes.

When the house was ready for habitation, the clearing of the land was the next important job. Men and women worked side by side in the bush and in the field. In the summer time, the men often sought employment on the railway construction gangs, leaving their wives to carry on alone to

the best of their ability. By making this sacrifice, they could live comfortably during their six months' compulsory residence on the homestead.

The Central Europeans preferred to settle north-east of Edmonton. A few of them drifted to other parts of Alberta. But the majority made their homes in the Vegreville district. By 1917, more than fifty thousand of them had been established in that locality. Today, the municipalities of Lamont, Vilna, and Smoky Lake, and the villages of Mundare, Bellis, Derwent, Willingdon and Two Hills are Slavic communities.

With the true spirit of pioneers, the Central Europeans suffered the numerous hardships in silence. They had little or no knowledge of the English language. They were constantly being ridiculed because of their customs, habits and appearance. They were willing to work for low wages; and because they did, they were despised by the settlers from other countries. It is easy for us to understand why they worked for so little compensation. A dollar in Canadian money was a good start towards a small fortune for them. Many of them would have to work for a week in their native lands to earn the equivalent of one dollar.

It was very hard to assimilate the original Slavic immigrants. They modelled their communities on the same style as those of Central Europe. They had difficulty in conversing in English (unless they had to) as they spent much of their time converting the land into favourable farms. But, they were only partly to blame for this. Many had been denied the privileges of education by their overlords in their native lands, and they had to begin life anew in a strange country, where none but themselves spoke or understood their language.

However, thanks to the educational system of this country, their children received the same schooling as the children of other settlers; with the result, the second and third generations of Central European lineage are proving to be exceptionally intelligent. The Dominion census of 1941, lists seventeen physicians and surgeons, ten lawyers, and four hundred and fifty-seven school teachers of Ukrainian origin practising in Alberta. In addition to this, a number of Polish and other Slavic men and women are employed in professional service.

It is in agriculture that they really distinguish themselves. The Vegreville district of Alberta, which is settled extensively by Ukrainians and some Poles, is one of the most progressive and prosperous agricultural regions in Canada. The land is exceptionally rich; and the farms, many of which exceed 320 acres, are modern and well equipped. At a land auction sale in 1927, one farm in the Vegreville area realized the record price of \$73 per acre.

In 1939, William Skladan, a Ukrainian youth from Andrew, Alberta, won the world's championship in oats at the Chicago World's Fair. The following year, Paul Pawlowsky, a Polish-Ukrainian youth from Vilna, Alberta, won the world's championship with a sample of Victory oats. The following year, the same youth captured the world's championship in barley, while William Skladan was crowned world's champion in oats. At that particular show, youths from Central and Northern Alberta, captured thirteen of the available sixteen prizes awarded for oats. Every one of the contestants were children of the settlers from the European continent.

Although the year 1939 added many laurels to Alberta's agricultural development, it was by no means the first time that such fame had been attained. In 1926, Herman Trelle, of Wembley, Alberta, won the world's championship in oats and wheat grown on his farm. These oats, which weighed fifty-four pounds to the bushel, were the heaviest oats ever exhibited at a world's fair. The following year, Trelle again won the world's championship in oats, hard red spring wheat and peas. Herman Trelle was also an immigrant. He came to Alberta from the United States. His parents emigrated to the United States from Alsace-Lorraine.

Immigration has been a profitable experiment for Alberta. The new settlers, no matter from what country they have come, have contributed much. They brought with them the graces, culture and customs of their lands which have been cherished there throughout the centuries. Their music, art and literature is appreciated just as much in this country as it is in other parts of the world. Their folk songs, folk music and folk dances, have been given to us freely; and, because of them, scattered bands of immigrants have become a unified body of New Canadians.

BUFFALO

Anthony Hendry and the La Verendryes made note of the mighty buffalo herds which they had encountered on their respective journeys into the then unknown land of Western Canada. When the Mounted Police came west, they also reported the vast herds of these mighty monarchs of the plains. Years before the Police came to the West, the Reverend John McDougall and his father, the Rev. George McDougall, had told of the buffalo hunts. And then we hear of the extermination of the beautiful beasts.

Hunters from Winnipeg made annual trips to the western prairies to slaughter them—their carts returning loaded with pemmican and buffalo robes. You can imagine how many thousands of these animals were slaughtered when you realize that several carcasses are required to make a sack of pemmican weighing about one hundred and fifty pounds.

The buffalo was the very life and existence of the plains Indians, and many fierce tribal battles were fought between the Crees, Assinaboines, Sioux and Blackfeet over the trespassing of the hunting parties on each other's domain.

The number of the buffaloes had an unvarying relation to the number of the prairie Indians, for whom they provided not only food, but clothing, shelter and fuel. Until the coming of the white man, this intimate relationship was closely maintained. Destruction by the simple weapons of the red man was equalized by nature's production; so the size of the herds remained stationary. This balance, however, was upset when the country was overrun by the white man bearing superior weapons. The demand of civilized nations for unlimited supplies of buffalo robes, which commanded a price of two dollars each, caused the ruin of the buffalo herds.

It has been said that individual hunters killed as many as three thousand buffaloes in a season, leaving the meat to rot on the prairie. There were hundreds of these buffalo hunters; and, then, when we consider that an average of eight, and sometimes ten hides were required to make a "lodge" or teepee for an Indian family—and there were thousands of such families—it is easily seen why it did not take long to diminish these herds. At the signing of the Blackfeet Treaty there were still countless thousands of buffaloes in the vicinity; but, owing to the wanton slaughter by white men and Indians



BUFFALO—ELK ISLAND PARK, ALBERTA

alike, by the fall of 1879, very few were left. Mr. J. D. Nicholson, who joined the N.W.M.P. in 1885, states that, when he was in charge of the Mounted Police Detachment at Eagle Creek, Saskatchewan, in 1886, he went to investigate a report that five buffaloes had been seen between Eagle Creek and Swift Current. When he arrived, he found that these had been killed by half-breeds. They were probably the last buffaloes ever to roam the Canadian Prairie. ("On The Side of the Law" by J. W. Horan).

Mounted Police records state that, in 1880, Indians were starving and that many were reduced to mere skeletons and were eating grass.

For years the Indians continued to leave their reserves in search of the vanished herd, and it was hard to convince them that the buffalo had gone forever from the prairie. The last hunt from Winnipeg, in 1880, met with complete failure; and, when the Canadian Pacific Railway reached the plains, there were no buffaloes to be seen.

In 1883, a herd of about one thousand buffaloes were located in the Black Hills of Dakota by Sioux Indians—not one was spared.

But the preservation of the buffalo had unconsciously been started. Early in 1873, Mr. Charles Alloway, a future

banker of Winnipeg, and the Hon. James McKay, a member of Manitoba's first legislature, joined a hunting party bound for the western plains. They brought back with them three buffalo calves—two heifers and a bull. These were placed on McKay's farm at Deer Lodge, near Winnipeg.

About the same time, a young Indian hunter of Montana returned to St. Ignatius Mission, near the Flathead Reservation, Montana, with four young buffaloes—two heifers and two bulls. These he presented to the priests at the mission.

A few years later, Col. Sam Bedson of Stony Mountain, Manitoba, purchased the buffaloes from Mr. McKay. This herd had thrived in captivity and numbered thirteen. Donald Smith, the future Lord Strathcona, had financed Bedson in purchasing the buffaloes, and eventually, he received twenty-seven buffaloes in return for his investment. Col. Bedson sold the rest of his herd to Michael Pablo of Montana, who had also purchased the herd from the priests of St. Ignatius Mission.

Pablo's herd thrived and increased, and he approached the United States Government with offers of selling the entire herd to them. They declined the offer, but the Hon. Frank Oliver who was at the time Minister of the Interior, advocated that the Dominion of Canada should purchase the herd. He was supported whole-heartedly by the Prime Minister, Sir Wilfred Laurier, who said: "In so far as it is within the power of man, the buffalo shall not perish from the earth".

Here was the opportune chance for the Canadian Government to save the remnant of the "plains" buffalo, and it was eagerly grabbed, as the only species in the wild state was one small herd of the so-called "woodland type" feeding in the then inaccessible country south of Great Slave Lake.

Michael Pablo's range lay in the Flathead Indian Reserve; and, when this was thrown open for settlement, he was forced to dispose of his buffaloes. The Dominion of Canada, feeling that this fine quadruped must not follow the fate of the Great Auk, decided to buy the herd and place it where it could live unmolested. For this purpose one hundred and ninety-seven square miles of territory lying in the former range of the plains buffalo were fenced in near Wainwright, Alberta.

The task of transferring the buffalo to Canada took longer than expected, and it was three years before they were feeding in this new home. Here in the sixteen years of semi-

captivity this herd has thriven and increased to over twelve thousand.

During that period some two thousand were either slaughtered for commercial purposes, distributed to zoological gardens or otherwise disposed of. This remarkable increase suggests that the purchase, undertaken primarily for reasons akin to sentimental and in the interests of zoology, may prove of real economic importance to Canada.

Since the future of the species is now practically assured, and as the natural forage would not support a larger number than five thousand at Wainwright, the Government was compelled to dispose of the surplus—about two thousand animals. For this reason, the experiment, during the season of 1925, was tried and successfully carried out of moving nearly two thousand yearlings and two-year olds to the Wood Buffalo Park, west of Fort Smith, where, as above stated, the last herd of wild buffalo still has its feeding ground.

The fact that these wild buffalo, probably numbering some one thousand five hundred, had survived the encroachment of hunters and trappers, and seemed happy and contented in their original habitat, led the Canadian Government to create, under the Dominion Forest Reserves and Parks Act, a preserve in which no white man is allowed to trap or hunt. It comprises an area of ten thousand five hundred square miles of prairie and well-timbered land with an abundance of food and water, and is, probably, the largest of its kind on this continent.

The transportation of the animals from Wainwright over the long rail and water route of nearly seven hundred miles began in the early part of June 1925. Their destination was a point known as La Butte on the Slave River, which forms the eastern boundary of Wood Buffalo Park.

The first lot of Buffaloes left Wainwright on June 15, 1925, in special cars divided into sections and fitted for water and feed. Two days later, the train reached Waterways after a rail journey of more than four hundred miles.

Col. J. K. Cornwall took charge of them then, and the buffaloes were unloaded into specially constructed corrals, where they were fed and watered and allowed to rest for thirty-six hours. They were then re-loaded on two barges

designed for the purpose, and started on the two-hundred and fifty-seven miles journey by water.

The barges were towed by steamboats; and, notwithstanding delays caused by the sand bars met with in both the Clearwater and Slave rivers, the shipment reached La Butte on June 21. Towards the end of the journey, on which they had been fed and watered twice daily, the buffaloes had become so accustomed to their temporary quarters that they would eat from the hands of their keepers.

At La Butte a chute had been constructed under the supervision of the Superintendent of the Wood Buffalo Park. The barges were placed endways into the chute, the pen gates opened, and with a rush the buffaloes galloped up the embankment. This headlong pace lasted, however, but a few hundred yards, when they stopped to graze on the succulent grass covering an open rise. In a few minutes they were again on the move towards the summer range of the wood buffalo.

Seven times during the summer the strange flotilla made the trip down the Clearwater, Athabaska and Slave Rivers. The first week in August saw the last shipment unloaded. Since then the wardens, who for many years have guarded the wood-buffalo and the plains buffalo also, have reported that all are progressing favorably in the vast reserve.

During the summer of 1926, approximately two thousand more buffaloes were transported from the Wainwright Park to the Wood Buffalo Park. In 1927, the same procedure was followed, and nearly two thousand buffaloes were transported from Wainwright to Wood Buffalo Park. In 1928, only one thousand and eighty-eight buffaloes were moved, but altogether, from 1925 to 1928 inclusive, 6,673 buffaloes changed their feeding grounds.

Up to 1939, no less than 27,000 animals had been disposed of, and yet the number of buffaloes still grazing in the Wainwright and Elk Island Parks was more than four thousand.

All of the remaining buffaloes in the Wainwright Park were disposed of in 1942, so that the park could be utilized for military purposes in connection with the Second World War.

HEALTH AND HOSPITALS

The Provincial Department of Health has issued many booklets regarding the Public Health activities in the Province of Alberta. Many of the passages included herein are taken with kind permission of Dr. Malcolm Bow, Deputy Minister of Health, from these booklets.

The years between 1870 and 1880 inclusive were, perhaps, the most disastrous in the history of Alberta, for during that period the ravages of smallpox and famine swept like a bush fire throughout western Canada.

During the smallpox epidemic of 1870, practically every settlement between Rocky Mountain House and Fort Carleton was visited in one way or another by the dread disease. Early in July of that year the first case was discovered at St. Albert Mission. How it actually started is unknown, but it is believed that the disease was conveyed by the discarded clothes of a white man.

There were no doctors in that part of the country then, and the care of the sick and dying fell upon the few missionaries and nuns who were established there.

At St. Albert Mission, the epidemic assumed its most malignant form. Of the total population of about nine hundred souls, six hundred contracted the disease and no fewer than three hundred and eleven deaths were recorded. Although all the lay brothers and priests were amongst the unfortunate victims, Bishop Grandin not excepted; none of them died.

The McDougalls were in the midst of it also—ministering to the Blackfeet and Stoneys farther south. The Sisters at Ste. Anne's Mission were deluged with victims, and at St. Paul de Cris, Father André was fighting a winning battle with the disease.

At the time, Father Lacombe was visiting the Mission at Lesser Slave Lake. There was no sign of the epidemic there, but he learned about it when he returned to Lac La Biche in the middle of August. He hastened to St. Paul, and finding things under control there, rushed south to the Blackfeet country to give aid to the McDougalls. The death toll throughout the West was enormous, and we never will know the exact number of victims. Some authorities state that close to thirty per cent of the Indian and half-breed population succumbed to the disease.

In September, 1880, a most severe hailstorm visited the central part of Alberta; and, although it lasted only half an

hour, it ruined the crops. Famine faced the populace; Indians and half-breeds were starving to death by the hundreds; and, as stated in another chapter, the staple food of the inhabitants—the buffalo—had vanished. The hunters returned with less food than they had started out with. By this time there were a few doctors in the country and two or three hospitals were in operation. But nothing was really organized, and the real



FIRST HOSPITAL AT COLD LAKE, ALBERTA

(Courtesy Dept. of Health, Hospitals, Alberta)

history of Public Health in Alberta does not begin until the province was created in 1905.

Today, Alberta ranks second to none in its Public Health Services.

Prior to 1905, Alberta, along with the districts of Assiniboia and Saskatchewan, shared in the public health activities of the North-West Territories. On the formation of the Province, the Public Health was constituted a branch of the Department of Agriculture.

Early in 1906, Dr. A. E. Glendennan was appointed Provincial Medical Officer of Health by the Hon. W. T. Findlay, Minister of Agriculture, thus becoming the first Provincial Medical Officer of Health in Alberta. He resigned in 1907, and was succeeded by Dr. L. E. W. Irving. In 1906, the first Public Health Act of Alberta was drafted, and in March of 1907,

became law. It provided for the creation of a provincial Board of Health, consisting of five members, to which it gave authority and responsibility in regard to the making and administering of the Public Health regulations of the Province. It also provided for the creation of Health Districts and a local board of health for each district.

The first provincial Board of Health was appointed in July, 1907, and was comprised of the following members: Dr. J. D. Lafferty, Calgary, Chairman; Dr. F. H. Mewburn, Lethbridge; Dr. C. N. Cobbett, Edmonton; Dr. L. E. W. Irving, Provincial Medical Officer of Health; and Mr. R. B. Owens, Provincial Sanitary Engineer. A new Public Health Act was passed in 1910, and the authority and responsibilities of the Board were considerably extended.

The Provincial Laboratory was established as part of the Department in 1907, and Dr. D. G. Revell was appointed Provincial Bacteriologist. In 1911, the Provincial Laboratory was transferred to the University of Alberta and placed under the direction of Dr. A. C. Rankin, Dean of the Faculty of Medicine, who was appointed the Provincial Bacteriologist.

The first legislation dealing with the Municipal Hospitals in Alberta was enacted in 1917. The Municipal Hospitals Act was passed in that year, but was found to be inadequate in some of its provisions, and a new Act was passed and went into effect in May, 1918. This repealed the Act of 1917 and strengthened and extended the previous legislation.

Mannville was the first Municipal Hospital District to be established under the new Act. It was opened in October, 1919. Alberta was the second province in Canada to adopt legislation providing for the establishment of Municipal Hospitals, and many trails have been blazed in this province during the last twenty-five years.

Although the Mannville municipal hospital was the first municipal hospital in Alberta organized under the provisions of the new Act, it was by no means the first hospital in Alberta. The Grey Nuns, a Roman Catholic organization, established a hospital at St. Albert, in 1863. Other missions had their own hospitals. And when the Mounted Police came into the West, they brought their own doctors and established hospitals at the various forts.

The Medicine Hat General Hospital was established early in 1889; Lethbridge-Galt General Hospital in 1891; Calgary General in 1890; and the Edmonton General in 1895.

Alberta Hospitals are classified as Approved and Private. An approved hospital is one that meets all requirements of the Provincial Department of Public Health. These are subdivided into Municipal and General Hospitals. All approved hospitals receive a government grant, the basis of which is forty-five cents per hospital day per patient.

Private hospitals are known as nursing homes, and operate under the "Private Hospitals Act". These operate as maternity homes or baby shelters, or provide accommodation for medical and minor surgical cases. They do not receive the government grant.

By 1942, there were ninety-five approved hospitals in Alberta: Operated by Catholic organizations—thirty-four; Protestant—seven; non-denominational—two; municipal—twenty-five; municipally-operated—fifteen; community—eight; industrial—three; and that of the University of Alberta. Also, in 1942, there were thirty-four private hospitals operating in the province, of which twelve were in Calgary. Many of the private hospitals are very small, averaging six beds each or a total bed capacity of 198.

The "municipally operated" hospitals are owned and operated by the local city, town or municipality, while the "community" hospitals are operated under a special act by a board representing the community served.

Responsibility for the care of the insane was recognized by the Government of Alberta practically as soon as the Province was established, and the act relating to mental disease was passed in 1907. This gave the Lieutenant-Governor in Council power to establish mental hospitals. The building of Ponoka Mental Hospital began in 1908, and the first unit was completed in 1911.

The Mental Defective Act was passed in 1919, and the Provincial Training School for mental defectives (at Red Deer) was established under this act in 1923. For a few years previous to this (1918-23) a home for mental defectives was operated, first, by the Department of Education, and then in 1922, by the Department of Health. This home was located on

107th Street and 81st Avenue, South Edmonton. All the patients were transferred to the Red Deer School in 1923.

The Provincial Institute at Oliver (near Edmonton) was first planned as an institution for mental defectives; but, following a change in government policy in 1923, it became an institution for the care of mental cases among war veterans, and chronic male patients were transferred there from Ponoka. In 1939, the Claresholm and Raymond Agricultural Schools were transferred to the Department of Health, and remodelled for the care of aged female mental patients, providing accommodation for 215 such patients.

By the end of 1942, there were five mental institutes in Alberta. These were at Ponoka, Claresholm, Raymond, Oliver and Red Deer. The patient population of these institutions was 2,876.

The prevention of tuberculosis and the care of the sufferers from this disease has, for many years, been an objective of the Provincial Department of Health. For this purpose the Central Alberta Sanatorium, situated at Keith, near Calgary, was constructed in 1919, by the joint action of the Dominion and Provincial Governments, the Dominion Government being chiefly interested in the care of tubercular cases among war veterans. An agreement was entered into on April 16, 1919, whereby the Dominion Government would operate the institution for five years, after which the Provincial Government would assume control. The sanatorium was completed July 1, 1920, and the Provincial Government has controlled it since 1925. There is accommodation for 210 patients. Three of the Edmonton hospitals provide an additional 210 beds, making a total of 411 beds available for tuberculosis patients.

The splendid work of the Department of Health has been instrumental in cutting the death rate of this dread disease from 61 per 100,000 population in 1930, to 33.4 in 1942. This alone proves the efficiency of the preventive measures which have been taken.

The Alberta Tuberculosis Association, which is composed of representatives of the Kinsmen Service Clubs in the province, engaged in the sale of Christmas Seals, has presented the Provincial Department of Health, two fully equipped Mobile X-Ray units. These two units have enabled the tuberculosis division of the Department, to make mass x-ray exam-

inations available free of charge in all areas throughout the province. They have proved to be of wonderful assistance in the detection of tuberculosis infection in its first stages, and also, in the prevention and control of the disease.

The Venereal Disease Act was passed in 1918. It provides for the establishment of clinics for free treatment of the diseases of syphilis, gonorrhoea and chancroid. For many years, the Department of Health has operated such clinics at Edmonton, Calgary, Lethbridge and Medicine Hat, and at the provincial gaols at Fort Saskatchewan and Lethbridge. New clinics have recently been opened at High Prairie, McLennan and Peace River.

The travelling clinics, so familiar to our countryside, have operated in Alberta since 1924 (during the summer months only) and have been of great value to the rural populace. These clinics operate in the outlying districts not covered by medical, dental and hospital services, and the personnel includes a surgeon, an anaesthetist, two dentists, three nurses, and two truck drivers, one a medical student, and the other a dental student.

The Sexual Sterilization Act was assented to at the 1928 session of the Legislature. Alberta was the first province in Canada and the first in the British Empire to enact such legislation.

In August, 1942, the Cancer Diagnostic Clinic Services came into effect, and clinics were established at Edmonton and Calgary. Any patient referred to hospital by a written



MODERN HOSPITAL, COLD LAKE, ALBERTA

(Courtesy Dept. of Health, Hospitals, Alberta)

order from the clinic for diagnostic purposes may have his hospital charges paid by the clinic until the diagnosis is complete; then he must make provisions for his own hospitalization; but all x-rays, radium treatments and surgical operations, if authorized in writing from the Cancer Diagnostic Clinic, are provided free.

One of the most important, and, undoubtedly, one of the most beneficial acts passed by the government is the Maternity Hospitalization Act which came into force on April 1, 1944. Alberta is the only province in the Dominion that benefits by such an act. Any woman who has been a resident of the province for a period of twelve consecutive months out of the twenty-four months immediately preceding her admission to a hospital under the provisions of this act, and who is so resident at the time of her admission, shall be entitled to free hospitalization for herself and her new born infant or infants for a maximum period of twelve days.

The foregoing are a few examples of what our governments and our pioneers have achieved in the cause of Public Health in Alberta. It is hard for us to realize that only seventy-five years ago the unfortunate Indians were fighting a losing battle against the ravages of smallpox, and the only doctors they had were the brave and pious missionaries.

TRANSPORTATION

From the days when the ancient explorers first visited the West, the modes of transportation have varied considerably—from York boat and dog team, to automobile and airliner. Even today, it is possible to see the old and the new.

When Anthony Hendry and his canoe-men paddled into the Land of the Hills, their method of transportation, although quite common to them, was a novelty to the Indians. This was the York or Sturgeonhead boat.

Its structure was of lumber, and it was constructed entirely by hand. The frames were hewn out of trees by broad-axe, and the planks were sawed out with a whipsaw and made to resemble shiplap. The pitch used for the caulking of these boats was a mixture of spruce gum and heavy grease, and formed an excellent material for such purposes. The pitching or caulking was done by an expert, specially trained in that art. Fort Edmonton became a repair depot for the trading companies who used that kind of boat, as the forests surrounding the Fort were well stocked with suitable timber and an abundance of spruce gum.

Navigation on the treacherous uncharted waterways of the new country called for extraordinary skill and nerve. When it became necessary to travel against the current of the stream, the crew had to resort to tracking—the propelling of the boats by manpower. One man stayed in the stern of the boat to guide it away from the banks and any other obstruction, another would stay in the bow to watch for submerged rocks or roots, and the rest of the crew would pull the boat with the aid of a long rope known as a tracking line.

These boats were capable of carrying, besides a crew of from eight to twenty men, a load of about five tons of freight.

The travellers often had to cut their way through the heavy underbrush which lined the river banks; so the journey from York Factory was a tedious one.

The Indians had canoes made of birch bark, but in the winter time both white men and Indians reverted to the use of dog teams and sleds.

The Blackfeet and other tribes of the Southland used horses for their transportation. These were the offspring of those which drifted north from Mexico some time in the sixteenth century.



DOG TEAM AT FORT CHIPEWYAN

The trading companies introduced the bull teams, and also the mule teams; and, as these teams plodded slowly into the West, a new era of transportation came into being. A bull team was, in reality, a team of oxen, which were often strung out in pairs to make a train of from six to twelve oxen, pulling from three to eight wagons. The driver of a bull team was known as a "bull-whacker", and the driver of a mule team was referred to as a "mule-skinner".

A mule team was practically the same as a bull team except that mules instead of oxen were utilized. The wagons were covered with canvas stretched out over the wagon-bows which rested on the wagon box, and thus provided good shelter for the driver and excellent protection for the freight, no matter how severe the weather may have been. If the teams were attacked by warlike Indians, the wagons were drawn into a circle, and thus formed a formidable fort.

It is not definitely known when this method of transportation made its initial appearance in the West; but it is believed that the last train crossed the prairies from Fort Benton, Montana, to Fort Macleod in the early spring of 1885. This outfit belonged to the I. G. Baker Co. of Macleod and Fort Benton, and Mr. Burel was "wagon boss" in charge of the train.

Explorers and railway surveyors introduced the Red River Cart, which was also used extensively by the pioneer settlers of the West. The Red River Cart was a great favorite, because it was easily taken apart and just as easily re-assembled again. It could be carried in compact parcels, and it could be

rafted across the unbridged rivers quite easily, if the situation demanded this procedure.

An advanced step in modern transportation came about in the fall of 1883, when the first steamship ever built west of the Red River was assembled at Coal Banks, now Lethbridge. This was the steamship *Baroness*. At the same time, a number of barges or scows to be used for carrying coal from the Galt mines to the Missouri River were also built. The lumber used in the construction of these barges and most of the lumber used in the steamship was obtained from the forests of the Cypress Hills.

The hull of the *Baroness* was completed in the spring of 1884 and was floated down the Belly River to Medicine Hat, where the boilers were installed and the upper deck and pilot house added.

In 1884, another steamship, the *Alberta*, was built at Medicine Hat, but the lumber used in the construction of this boat was brought in from Eastern Canada. It was good solid oak.

The Hudson's Bay Company and a few of the "Free Traders", a name given to traders who were not associated with any company, travelled into the far North by way of the Churchill River, Reindeer and Wollaston Lakes, and, then, up the Black River into Lake Athabaska. Others came by way of the Clearwater River, across the Methye Portage, and down the Athabaska River to the outposts of the North.

In 1903, Col. Jim Cornwall and his partner, Jim Barber, built a small stern-wheeler—The *Northland Sun*, at Athabaska Landing. For ten years, this boat plied between Mirror Landing, on Lesser Slave Lake, and the Grande Rapids, on the Athabaska River. In 1914, it was taken over the rapids and was used in the far North. These same men built another stern-wheeler, the *Northland Light*, in 1906.

About the same time, the Hudson's Bay Company built a number of smaller craft for operation on Lesser Slave Lake and the Athabaska River. Some time in 1902, the priests and lay brothers of the Roman Catholic mission at Peace River built a small steamer, the first to ply on the Peace River between Hudson's Hope and Fort Vermilion.

Many more boats have been built in the North country since those early days; and, at the "shipyards" a few miles



C.A.L. PLANE—NORTHERN ALBERTA

north of Fort McMurray, new boats are being built every year for transportation into the North.

Captain Jack Stewart, an old-time rancher of Pincher Creek, introduced the stagecoach into Alberta in 1883. Although this was intended to be for his own personal luxury, he unwittingly started a novel and profitable means of conveyance. The stagecoach was in use until only a few years ago, and there are many old-timers in our midst who came into the country by means of stagecoach travel.

The Canadian Pacific Railway came into the North-West in 1882, and into what is now Alberta in 1883. Modern industry followed in its trail.

White men, with visions of the abounding possibilities of the new West, pushed westward ahead of the railway and started "tent towns" while they awaited the coming of the rails.

Building materials were brought in at a considerable saving, and many farsighted business men tapped the tremendous reservoirs of natural resources.

Tent towns of one day became modern the next day. Modern stores replaced the trading post, and the products of the virgin West found ready consumption on the Eastern market.

On June 10, 1883, the first C.P.R. train arrived at Medicine Hat. From there the railway stretched to Calgary and then

westward to Laggan, in the Mountains. By 1891 the Calgary-Edmonton Railway had reached Strathcona (South Edmonton). In 1902, the North Saskatchewan River had been bridged, and the Calgary-Edmonton link had been connected. The dreams of the pioneers came true in 1905, when the first Canadian Northern Railway train, direct from Winnipeg, arrived at the Edmonton station on November 27.

By 1908, the Canadian Pacific Railway had extended its activities to the east from Lacombe to Stettler, and from Wetaskiwin to Hardisty.

In September, 1909, the Grand Trunk Pacific Railway arrived in Edmonton from Winnipeg; and by 1915-16, the rails had been extended to the Peace River country and to Waterways.

Automobiles were replacing the horse and buggy; street railways were beginning to operate in the cities of Edmonton and Calgary; highways were connecting the principal towns. The West was expanding at an enormous pace.

During the first great war, aeroplanes had been used considerably both in Europe and in the Americas, and a few Alberta boys had flown in some of these planes. These boys introduced commercial flying into Alberta at the cessation of hostilities in 1919; and, today, through the efforts of these pioneers, Edmonton, Alberta, is acclaimed the "Crossroads of the World".

Captain Wilfred "Wop" May was born at Carberry, Manitoba, in 1896 and, with his parents, came to Edmonton in 1902. At the outbreak of the first great war he joined the Canadian Army and later transferred to the Royal Air Force, emerging from that great organization with the rank of captain, and honored with the D.F.C. He and his partner, Vic Horner, organized the first commercial flying operations from Edmonton in 1921. The "Blatchford Field" (Edmonton's original airport) had been opened in January of the previous year (1920); but, since 1919, "Wop" May, his brother Court and Vic Horner had used the facilities of a private field on Stony Plain Road, a few miles from the city centre. A few passengers were flown to Peace River town, and the occasional bag of mail was carried; but major activities were confined to "barnstorming". By 1922, public interest had waned to such an extent that flying was at a standstill until 1928,

when "Wop" May organized the Edmonton Aero Club. Maurice Burbidge, a Yorkshireman, was instructor at this club; and under his skilful teaching many of the famous "bush pilots" received their training.

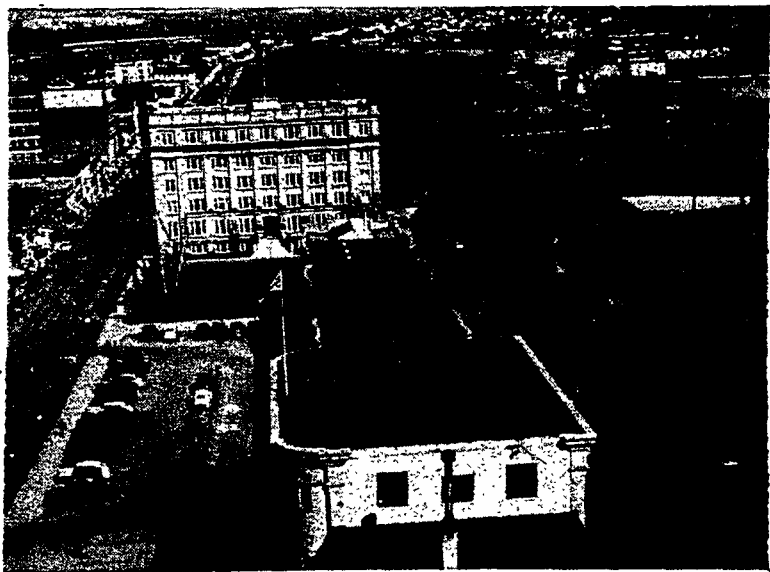
In 1928, Cy Becker, Vic Horner and "Wop" May, organized the Commercial Airways, and this company flew the first mail from Edmonton to Aklavik, N.W.T., in 1929.

During January of 1929, an epidemic of diphtheria ravaged the tiny settlement of Fort Vermilion, some four hundred miles north of Edmonton, and an urgent appeal to rush anti-toxin serum into the settlement was made. Although the Provincial Department of Health immediately provided the serum, the transportation of it was a difficult problem.

"Wop" May and his partner, Vic Horner, volunteered to make the trip. They succeeded, and the epidemic was checked in its early stages.

The Commercial Airways became part of Western Canada Airways in 1929 and, in 1930, amalgamated with Canadian Airways.

Canadian Airways, as we know it, has a unique record. Its pilots have made history. Among these airmen we find such



C.P.R. STATION AT CALGARY, ALBERTA

famous names as "Punch" Dickins, the first man to pilot a plane across the Barren Lands of the North-West Territories, Walter Gilbert, Con Farrell, Matt Berry, Leigh Brintnell (who was to be the founder of Mackenzie Air Services), Archie McMullen and many others.

In 1929, Grant McConachie, a young-air-minded Edmonton boy, graduated from the Edmonton Aero Club and started the Independent Airways. At first, lady luck did not smile favorably on this young man; consequently he had a hard struggle. He made the occasional "charter trip" to various points in Alberta; and, early in 1931, organized a regular service from Robb (Mile 33, Alberta Coal Branch) via Edson to Edmonton. Prince and Princess Galitzine of Edson had confidence in this young Edmontonian and, financially, helped him organize the United Air Services. Passengers and freight were flown to Peace River and other points, and regular services were established. A young pilot named Vines joined the company, and then others, among them, Kubicek and Field.

Operations extended to "fish contracts" and then, through the Rockies to the Pacific Coast.

It was Grant McConachie who blazed the air trail to the Yukon, via Fort St. John and Fort Nelson to Dawson City. In 1938, United Air Services became the Yukon Southern Air Transport.

The founder of the Mackenzie Air Services was another Western Canada Airways Pilot—Leigh Brintnell. He had flown with the Western Canada Airways in eastern Canada. In 1929 he piloted the plane which carried Gilbert Labine and Charles St. Paul (the discoverers of the Eldorado Radium mine), into Great Bear Lake.

When the Western Canada Airways was organized by "Doc" Oakes, Fred Stevenson was the first pilot to fly for them; the second pilot was Leigh Brintnell. Although Brintnell was born and received his schooling at Belleville, Ontario, he has done most of his flying in the West, from Red Lake, Ontario, to Aklavik on the Arctic coast. At first he was Western General Manager of the W.C.A. and, when that company merged into Canadian Airways Limited, he became Western General Manager of Canadian Airways.

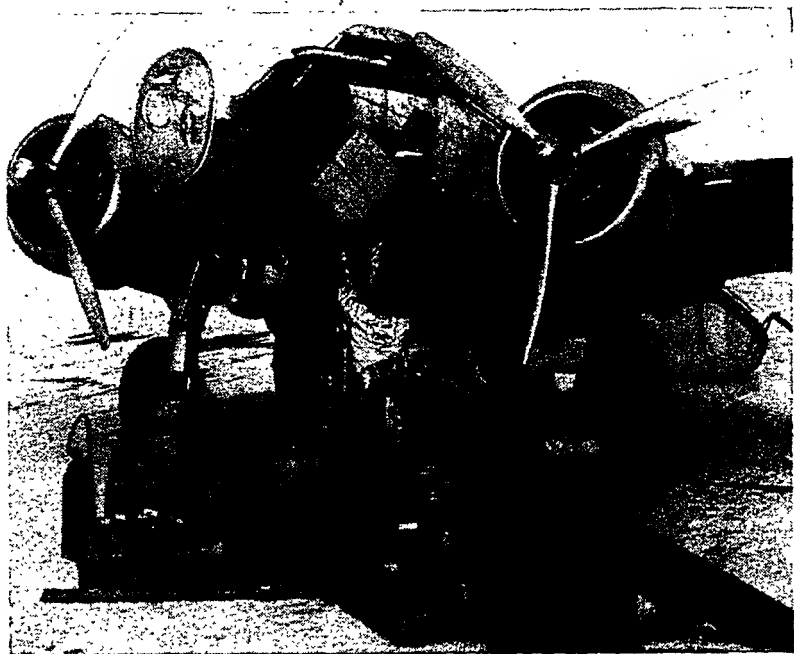
In 1933, he formed the Mackenzie Air Services, with head offices at Edmonton, and his company pioneered the mining North—Goldfields, Yellowknife and Great Bear Lake. As the Mackenzie Air Services expanded, its pilots and mechanics made glorious history: mail contracts, aerial discovery of mineral-bearing starta and mercy flights. Today, their names are household words throughout the Dominion. Among them are Stan McMillan, Archie Van Hee, Gil McLaran, Marlowe Kennedy; Bob Randall and numerous others.

Early in 1942, Canadian Aerial Transportation underwent a decisive change, when the two major railway systems consolidated ten airway companies to form the Canadian Pacific Airlines. These ten companies were: Canadian Airways, Winnipeg; Quebec Airways, Montreal; Dominion Skyways, Montreal; Arrow Airways, Manitoba; Wings Airways, Winnipeg; Prairie Airways, Moose Jaw; Ginger Coote Airways, Vancouver; Starratt Airways, Hudson, Ontario; Mackenzie Air Services, Edmonton; and Yukon Southern Air Transport, Edmonton.

The Vice-President and General Manager of this great company is C. H. "Punch" Dickins, who, although born at Portage la Prairie, Manitoba, moved with his family to Edmonton at a very early age. He attended school in Edmonton and served in the First Great War, first in the Infantry, and later in the Royal Air Force. Returning to Edmonton after the war, he, like "Wop" May, engaged for a short while in barnstorming. He joined Western Canada Airways in 1927, and has contributed largely to the development of air transportation in Alberta and the north.

Grant McConachie is the General Manager of the Western lines of Canadian Pacific Airlines, and Walter Gilbert is Superintendent of the Mackenzie District branch of this Dominion-wide organization. This company was also engaged in the training of air navigators in connection with the British Commonwealth Air Training Plan, which was organized late in 1939. The supervisor of the Western Air Observer Schools (a branch of the B.C.A.T.P.) was Capt. W. R. "Wop" May.

Since the present world war started, air transportation has expanded beyond all expectations. Small airfields of a few years ago have been utilized to such an extent that, today,



C.P.A. PLANE LOADING UP FOR NORTHERN POINTS

(Courtesy Canadian Pacific Airlines)

air transportation in Alberta surpasses anything in the Dominion.

Edmonton can boast of a \$10,000,000 airport within the city; and at Namao, a few miles north of the Alberta capital, the United States Government has, in accordance with the Canadian Government, completed another \$10,000,000 airport for the use of the U.S.A.A.F. This is the largest airport on the North American Continent.

Prior to the second great war, only the cities of Edmonton, Calgary, Lethbridge and Medicine Hat, and the towns of Peace River and Grande Prairie, boasted airports; but, today, airfields are located all over the province. Many have been constructed under the British Commonwealth Air Training Plan; and the Department of National Defence, of both Canada and the United States, have constructed others.

Truly, Edmonton is the gateway to the Orient. Planes bound for Alaska, Russia, India and China pass through Edmonton; and, although many pass over the Mackenzie route to

the Arctic, the majority follow the trail blazed by Grant McConachie's Yukon Southern Air Transport.

Still another Air company operating in Alberta is the Trans-Canada Airlines (T.C.A.), which was incorporated by an Act of Parliament in April, 1937. Today, T.C.A. operates from St. Johns, Newfoundland to Victoria, B.C. In 1937, this company made a few observation flights across the prairies and carried a few sacks of mail and express, but it was not until June, 1938, that it organized a regular schedule. "Scotty" Moir, who had resigned his position with Canadian Airways, was appointed Western manager. He was followed by M. Westergaard, who, in turn, was succeeded by Ted Stoll.

The first passenger flight from Edmonton to the main line at Lethbridge took place on September 1, 1939. The pilot of that flight was ex-Canadian Airways bush pilot, Art Rankin. Many more bush pilots were to follow in his flight, among them Marlowe Kennedy, Gil McLaren, Mickey Found, Mert Wales and numerous others who had pioneered from Edmonton to the far North.

The traffic manager of the Edmonton District T.C.A. is D'Arcy McLeod, a young prospector-flier, who joined the company in 1939. Prior to that he was employed by Mackenzie Air Services and the A. X. Syndicate of Aerial Prospectors, who pioneered the Yellowknife, Goldfields and Gordon Lake mining districts.

Leigh Brintnell has pioneered in still another field. This is the famous Aircraft Repair Limited, whose present plant overlooks the Edmonton Airport. The original plant of this company was located in 1940 on 98th Street and 106th Avenue, Edmonton, and the present plant was completed early in 1941.

The future of Air Transportation in Alberta is very promising; but, were it not for the efforts and sacrifices of the bush pilots, it would not be so.

Today it is possible to travel by air from Edmonton to Aklavik in a few hours. Twenty-five years ago, it took months to cover the same distance. With the dawn of a new era who knows what is in store for us?

GEMS FROM ALBERTA'S HISTORY

In bringing this brief historical review to a fitting conclusion, I would acquaint the reader with a few incidents which are well worthy of recognition and valuable for historical purposes.

It is well that we should remember that, prior to the coming of the Mounted Police, crime was rampant in the West. The Indians had been Christianized to a certain extent, but there were still many of them who practised their own hideous orgies. They were accustomed to following their ancient practices, and, so long as they were allowed to do this, Alberta was not a safe place for a white settler to come to. The Indian was not the only law-breaker, though. The white man with all his civilizing was often a worse rogue than any Indian ever could be. But it was an Indian who was guilty of the most terrible crime ever committed in the West. This story was told to me by ex-Major Bagley of Banff, who was present at the trial.

Early in March, 1879, an Indian, Kah-Kee-See-Koo-Chin (Swift Runner), by name, staggered into the mission at St. Albert and told the priests that his mother-in-law, his brother-in-law, his wife and five children had slowly and painfully starved to death in the forest near Lesser Slave Lake. He told how he had hunted unsuccessfully for nearly two months; how his family had become so weak that they had been compelled to snare the squirrels which came within their reach as they lay in their beds, and, when there were no more squirrels, they had boiled and eaten their teepee.

Father Leduc listened attentively to the Indian's woeful story. At the same time, he noticed that in no way did the Indian resemble a man who had witnessed such awful tragedy. He was sleek and looked well fed. He weighed at least two hundred pounds. However, he was given shelter, and the prayers of the pious priests were offered daily that the poor soul would be comforted.

A few weeks later, some of the orphan boys asked if they might be allowed to accompany Kah-Kee-See-Koo-Chin on a hunting trip to ~~the~~ the Northland. Father Leduc, who suspected that the Indian had sinister designs on the young boys, refused to let the boys go on the trip, and he immediately

consulted with the Mounted Police who were stationed at Fort Saskatchewan.

Sergeant "Sam" Steele was instructed to investigate the death of the starved Indians; and, with the help of the interpreter Brazeau, he questioned the Indian. Not satisfied with what the Indian had told him, he returned to Fort Saskatchewan and asked permission to proceed to the scene of the "starvation camp." This was granted; and, the following morning, Sergeant Steele, Brazeau, Kah-Kee-See-Koo-Chin and a posse of mounted police departed for Athabaska.

On the way, Kah-Kee-See-Koo-Chin refused to co-operate with the police, and became very stubborn. He tried to lose the police and, then, refused to answer the questions which the police asked him. Brazeau advised the police to give the stubborn Indian a drink of the "strong medicine." This was a brew of strong black tea, in which a huge plug of tobacco had been soaked overnight. The Indian drank the concoction with great gusto. In a very short time, it produced the desired effect—the Indian talked freely.

Leading the police to a clearing on a small island in an un-named lake, he said: "This is where we camped; but the bears have been here and have devoured the bodies."

Strewn about the long dead embers of the camp-fire were eight human skulls. In the eye sockets of the smallest skull—that of the baby of the family—Sergeant Steele saw a pair of baby's stockings. He realized the hideous truth—they were in the company of a murderer.

The police searched dilligently for bear tracks and claw marks, but without avail; the only marks they could find were the greasy finger marks of a human being.

The teepee which was supposedly eaten by the starving Indians was found carefully stowed away in the branches of a spruce tree. A few feet away, and well concealed beneath a clump of willows, the police found a kettle, the inside of which was thick with fat. All around the camp-site were human bones, skin and hair.

The Indian was arrested on a charge of murder and was taken to Fort Saskatchewan. The kettle and other exhibits were also taken along as evidence.

After much questioning, Kah-Kee-See-Koo-Chin confessed that he had murdered his mother-in-law, his brother-in-law,

his wife and five children. Upon being asked what he had then done with the bodies, he replied, "I ate them."

He was found guilty of murder and sentenced to be hanged. This man was the first to be legally hanged in the West. The hanging took place a few days before Christmas, 1879.

Before he died, however, he professed conversion to the Christian faith and became a Roman Catholic.

This gruesome story will help to remind us what kind of natives lived in this part of the West when the Mounted Police brought law and order in 1874.

Of the original force of the Mounted Police about ninety-five per cent were either British or Canadian. There were seven Americans, four Frenchmen and one German. Some were professional soldiers; others were tradesmen, farmers and even sailors.

Dan Horan, an ex-mountie, established a saddlery and shoe-making business in Fort Macleod in 1876. This was the first establishment of its kind west of Fort Gary; and, for many years, Mr. Horan made shoes for the Mounted Police stationed in the West.

During the North-West Rebellion of 1885, the Commanding Officer of Fort Saskatchewan requested Bishop Grandin to send a priest and two sisters to Fort Saskatchewan that they might keep up the morale of the citizens who were seeking refuge there, but none were available. The sisters were caring for the sick and the wounded besides the many white women and children, among whom were the children of the Indian Agent and the wife of the Methodist minister.

The Bishop offered to go as peacemaker to Louis Riel and his confederates, but he was persuaded not to. So he went to Fort Saskatchewan instead. However, on May 1, 1885, the vanguard of the Regular Army, under the command of General Strange, arrived at Edmonton. Bishop Grandin hastened to meet the soldiers, and sought the General's permission to interview Riel. General Strange listened attentively to the saintly Bishop, and, putting his hands affectionately on the holy man's shoulder, said: "Father, I and all that are here appreciate your kind offer and good intentions, but you can do more good by staying here with your flock. You must stay here and pray that this will be speedily ended."

When two great Indian Chiefs saw their reflection in the huge mirrors at the Hudson's Bay Company store in Edmonton, they were bewildered, and one said to the other: "I have seen everything; I have seen into the spirit world."

In 1891, the Hudson's Bay Company purchased all rights belonging to the I. G. Baker Company and other minor trading companies established within Alberta.

Father Lacombe was the pioneer bridge builder of the West. The archivist of the Oblate Fathers tells us that, in 1862, while engaged in the building of the St. Albert Mission, Father Lacombe decided that there should be a bridge across the Sturgeon River near that point. It was his custom to attend Fort Edmonton every alternate Sunday to celebrate Holy Mass. During the summer months, this meant building a ferry or swimming his horse across. He grew tired of this, however; and, one Sunday, after he had dismissed his congregation, he ran outside the chapel and called them together again. Then he said: "I do not intend to cross this river again the way I have been doing—walking in the mud and pushing the scow. I'm going to build a bridge; and, if any of you do not help me build this bridge, that man will not cross it. I will place guards on each end of the bridge, and they will be there all hours of the day and night. Those who do not help, will cross the river the way I have been doing—through the water." The next day, every able-bodied man in the settlement came out to help. In three days time, the first solid bridge that was ever built west of Red River was completed.

Soon after this, Father Lacombe dispatched Father Caer and a few half-breeds to St. Boniface, Manitoba, with Red River carts. They were instructed to bring back ploughs, seed grain and parts for the grist mill which Father Lacombe proposed building. The priest had prepared well for this mill by encouraging the settlers to farm the fertile land; and, each fall he presented prizes to those who raised the best crops, thus ensuring an ample supply of feed for the grist mill. By the early spring of 1864, the mill was ready for use. It was driven by genuine horse (or mule) power.

Until 1840, the language of Fort Edmonton was French. But the English Methodist ministers, who came to the Fort about that time, would not attempt to converse in anything



THE "MAYBELL" OWNED BY J. WALTERS SAWMILL
FORT EDMONTON—1882

but English. This was agreeable to the Hudson's Bay Company officials, and since then English has been spoken as much as possible.

The discovery of placer gold in the Saskatchewan River at Clover Bar in the early sixties first drew people's attention to the riches of the West, and miners from the Caribou district of British Columbia and from the U.S.A. came into the vicinity. It has been said that Tom Clover, the pioneer gold miner of the Saskatchewan River, sometimes earned as much as fifty dollars per day panning gold.

Stony Plain, a few miles west of Edmonton, derives its name from the Mountain or Stoney Indians, who habitually camped there whenever they came to Edmonton to trade. For this reason it is called Stony Plain—not because there are stones in the vicinity, but in remembrance of an aboriginal encampment.

The trails made by the Indians in their trade centering in Edmonton are now the routes of railways. The railways are only following the routes of traders and Indians of more than 150 years ago.

The farms of James and George Gullion, ex-Hudson's Bay Company employees, now constitute the Highlands district of Edmonton. The George Gagnon farm is now Dunvegan Yards. And east of the Hudson's Bay Company store, and south of where the Macdonald Hotel stands today, Donald

Ross, a miner from the Omenica district of British Columbia, took up what is now the Ross Flats. On the Gallagher Flats, south of the Ross Flats, William Bird had a water mill some time in 1871-74. This mill was on the small creek which is now known as Mill Creek. Directly west of Mill Creek, David Daignault took up the land which extended to the river. The south side entrance to the Low Level Bridge is on this property. The High Level Bridge crosses on the farm of Joseph Macdonald. L. Garneau's farm now constitutes the Garneau district of South Edmonton, and John Ashen's farm, which was later sold to John McPhaden, now is the site of the University of Alberta. John Walter at a later date occupied the flat land which is now Walterdale, and George Donald lived and farmed in a small way east of Mill Creek, in the area now known as Bonnie Doon.

Alberta's first newspaper, the Edmonton Bulletin, was published in 1881 by Mr. Frank Oliver. The lot on which the Bulletin building now stands was the first town lot sold in Edmonton, and it was purchased from Mr. Colin Fraser, the original owner of River Lot Ten. This transaction took place in 1878. A building was erected in that same year, but this was used as a store. This historical structure now stands on the "Old Timers Corner" in the Edmonton Exhibition Grounds. From 1881, the Edmonton Bulletin had been printed on the same property—a town lot which cost Mr. Oliver the modest sum of twenty-five dollars.

Branches of the Imperial Bank and the Bank of Montreal were established at Calgary in 1886. These were the first chartered banks in Alberta.

Donald Ross, the miner from the Omenica, established Edmonton's first hotel early in 1880.

Medicine Hat was incorporated as a town in 1898, and Mr. W. B. Marshall, was the first town mayor. Eight years later, it became a city, and the pioneer merchant of that settlement, Mr. William Cousins, was elected the first city mayor.

In 1892, Edmonton was incorporated as a town, and Matthew McCauley was the first mayor of Edmonton. However, in 1904, Edmonton also became a city, and the first city mayor of the future capital of the province was Mr. William Short.

The rival cities of Edmonton and Strathcona united in 1912 to become Greater Edmonton.

The Edmonton District Directory of 1895, records: "Wheat, oats, barley and other cereals are very prolific, wheat yielding as high as 40 and 45 bushels to the acre, oats 125 bushels and barley 60 bushels; but the average may be estimated at less than these figures, and in some seasons, considerably less. Vegetables grow remarkably well,—turnips, beets and mangel-wurzels comparable with those grown anywhere, celery $3\frac{1}{2}$ feet high, cabbages 43 pounds each, and potatoes 2 pounds each. Fruit growing has not been a success as yet. The few trees planted have grown so rapidly and spindly that they either died from weakness after a year or two of growth, or came to an unfortunate end. The only apple was grown in the garden of Frank Oliver, at Edmonton, in 1893, on a tree two years old, untrimmed and of rank growth. Rabbits settled the tree's fate during the following winter.

In the same publication, it is observed that the population of Edmonton in the year 1895, was 1,292. The surname of the McDonald clan was listed twelve times. The Kellys were a close second with eight listings. There were fifty-one telephones in operation in the district. Dr. Braithwaite, a veteran member of the Mounted Police was assigned telephone number 48. For more than fifty years Dr. Braithwaite has been a faithful subscriber to the Edmonton Telephone system.

Although fifty years is not a long period of time from an historical point of view, glorious history has been recorded. Hundreds of thousands of new settlers have flocked into the Northwest with the sole object of establishing themselves in a new empire. These men and women were drawn from all corners of the world. Many of them came from Central Europe. But the majority were British subjects from the Old Country and the eastern provinces of Ontario and Quebec. They realized that the West was an untamed wilderness; and, armed with this knowledge, they ventured forth prepared for battle. The ruthless elements of nature—rain, frost, hail, snow, wind and drouth—were but a few of the obstacles to be overcome. The virgin forests had yet to resound to the blows of an axe, and centuries of magnificent growth of timber and plant life had to be cleared before the

sod could be turned by the plough. Lurking in the dark shadows of the dense forest, in the bottomless stagnant swamps and springy muskegs, millions of blood-thirsty pests awaited the invasion of the settlers. Mosquitoes, black flies, sand flies, deer flies, bulldog flies, leeches and ants were but a few of the tormentors. Nevertheless, they had to be overcome before the conquest of the West was assured. Giant trees had to be felled. The swamps were drained, and the shelters of man and his beasts of burden were constructed. The tangled underbrush was burned and the sod turned by the plough that grain should grow where the native growth had stood in majestic command for thousands of years.

Amongst the cavalcades of trail blazers, was a French-Canadian, whom we shall call Marcel. This man was a giant, standing more than six feet in his stocking-feet, and tipping the scales at more than 250 pounds. He carved his name in the pillar of fame when he squatted in the vicinity of Mossy, near Barrhead, Alberta. His motto was: "To have and to hold".

He was but a youth in his early teens when he first came to the Westland. For a few months, he tried his luck as a trapper. While thus engaged, he met, wooed and married a comely half-breed maiden. Realizing the heavy responsibilities of a family man, Marcel decided to establish his home in a locality where there was an abundance of game, fresh water and pasture. After a long tiresome search for such a location, he discovered a miniature paradise valley where the native grasses were so high they reached to the shoulders of his horse. The valley was watered by a clear crystal stream; on the sides of which, sweet luscious grasses, wild peas and vetches grew in generous profusion. These offered tempting fodder for domestic animals. With visions of future prosperity dancing before his eyes, Marcel said to his wife: "This will be our new home."

With a will they began cutting down the massive trees to build their log house. The land was cleared of all roots; and whilst Marcel constructed the house and barn, his wife planted a vegetable garden. Before the first flurries of snow whitened the valley in the late fall, they had between them, cleared about four acres of land, and had turned the sod by hand. The few cattle and horses which they had taken with

them thrived extremely well. In a few years, their herds had increased tenfold, and prosperity smiled gloriously on the pioneers of Paradise Valley. However, the success of his enterprise made Telesphore jealous of his holdings. Any land-seeker who ventured into the valley was in no uncertain way advised to keep travelling. As soon as he entered into Marcel's domain, he was met by that worthy man, who greeted him with, "What are you doing on my property?"

Invariably the answer would be, "I am looking for land suitable for homesteading".

Pointing his finger towards the west, Marcel would say, "There is plenty of land over there. There is plenty to the south and millions of acres to the north. But this land, as far as you can see in all directions, belongs to me, and I aim to keep it that way. Now keep moving".

For many years, he succeeded in bluffing the would-be settlers, who came and went, fearful that Marcel would shoot them if they failed to obey his demands. However, there is a limit to everything; and, in the spring of 1909, the giant French-Canadian met a man who was just as stubborn and determined as he himself was. This man, Ole Olson, had left his home in the U.S.A. to seek his fortune in the Northwest. He soon heard many fabulous stories about the rancher of Mosside and his method of driving the homesteaders from his vicinity. But Olson was not the kind of man who could be scared into submission. Following the well beaten trail from Edmonton to the north-west, he started out on his journey towards Mosside. Leading his heavily laden pack-horses through the sticky gumbo, he eventually arrived at the valley.

Seeing the traveller approach, Marcel grabbed his rifle; and with this weapon resting in the crook of his arm, he walked towards the unwelcomed visitor.

"What are you looking for, stranger?" he enquired of Olson.

"I'm looking for land", replied the Swede.

Marcel voiced his usual warning advice and finished with, "This is my land; now, get off."

"Since when has this been your land?" asked the Swede. "I've searched the records at the land office and have failed to find your claim on file."

"I don't care what you've searched or what you've discovered I cut this farm out of the wilderness. My wife and I have worked from sun-up to sun-down cutting down the trees, burning the brush and turning the sod. I do not intend to sit back while somebody comes and squats on my land. Now, get off before I lose my temper and put you off."

With these remarks he pointed his rifle at Olson in a threatening manner.

The Swede was undaunted. Opening the front of his shirt, he said:

"It looks to me that you are intent on killing somebody sooner or later; so you might as well start in now. I'm not afraid to die. Put the bullet right there". He pointed to his heart.

Marcel, realizing that his bluff had been called, sadly shook his head. He knew that his long reign in the valley had finally come to an end, and with tears in his eyes he said, "You win, stranger. I guess I'm a ruined man now. My cattle are no use to me now. The valley will be settled by strangers, and I will have no place to pasture my stock".

"I wouldn't think of pasturing the stock if I were you" said Olson. "Instead, I would break them to the plough and sell the steers as oxen. The heifers—I would sell for breeding purposes. Every new settler will need livestock if he intends to prosper, and you will never get a better price for your stock than at the present".

Marcel was quick to realize the wisdom in this statement; and clasping Olson's hand in his own, he said,

"You have opened my eyes. I know that I have been greedy, but that is finished now. It was the Almighty God who sent you here, and with His help this country will be one of the greatest mixed farming regions in the Dominion. Will you help me dispose of my cattle?"

Olson assured him that he was willing to be of assistance. Within a very short time, nearly every settler in the vicinity had purchased oxen and milch cows from the same man who had once driven them from Mossidae.

My informant tells me that, when he visited Marcel's farm in the following summer, he was shown a number of tomato tins. There is nothing remarkable about a tomato tin, but these were different from others which he had seen.

Each one was filled to capacity with a huge roll of bills—money which had been paid gladly for Marcel's stock. Indeed 'tis an ill wind that blows nobody any good.

Another story of interest to the pioneer and the children of the pioneer is about the construction of the Grand Trunk Pacific Railway from Edmonton to the Pacific coast. The winter of 1906-07 has been recorded as one of the longest and coldest ever experienced in the west. That winter, Ray Barr and his brother Ben were kept busy night and day hauling coal from the mines at Clover Bar to the homes of the Edmonton citizens. The Barr brothers were newcomers to Canada, and had never ventured beyond Edmonton. Since leaving their native Belgium, they had been satisfied to make their home in the northern city. It was well that they did. Experienced teamsters were in great demand at that time. The mines were deluged with orders, and the miners were obliged to stay on the job every day, Sundays and holidays included. Early in November, 1906, the temperature dropped to forty degrees below zero. It hovered around that point until Christmas, when it dipped even lower. The miners never complained; neither did the teamsters. They had an obligation to fulfil, and they knew, if they failed, thousands of people would freeze to death.

It was an unusual winter. Even though it was so cold, it snowed continually; with the result, the drifts in some places were more than ten feet deep. This was very trying on the poor horses that were coaxed to haul the heavy loads of coal from the mines; but, like the miners and the teamsters, they carried on magnificently.

Early in February, 1907, the Barr brothers met a fellow teamster who was resting at the foot of the hill leading from the river crossing, a few miles east of Edmonton. This teamster asked the brothers if they had heard that Larose and Bell, contractors of Edmonton, were looking for volunteers to break a trail to a stranded survey party, somewhere in the vicinity of Lobstick Lake, which is about fifty miles due west of Lac Ste. Anne. Teams had never travelled over the route before, and nobody seemed willing to be the first to venture on such an undertaking. That is, nobody but the Barr brothers.

Hurrying back into Edmonton, they drove their teams to the Larose and Bell Livery Barn, where they enquired if there

was any truth in the story they had heard regarding the plight of the surveyors. Mr. Larose assured them that it was true; and, furthermore, unless help was quickly forthcoming, the men and the horses would freeze to death or die of starvation. The surveyors had met with one mishap after another. First, the wolves and wolverines had robbed some of their caches of sorely needed feed. The poor faithful pack-horses had froze to death. The surveyors were stranded in the midst of an uncharted wilderness. Fortunately for them, an Indian trapper stopped at the camp and offered to carry the news of their sad plight to Edmonton.

Ray Barr listened attentively to the story. Then he said:

"If it is possible for human beings to reach them in time, my brother and I will do it. All we ask is three strong teams and two sturdy sleighs. We will be on our way just as soon as these are provided."

In the early hours of February 6, 1907, the two brothers started out on their history-making mercy trip. They were well equipped with ample food and good warm clothing, and were instructed to purchase oats and hay from a Mr. Laroque who farmed about six miles west of St. Albert.

The ancient Roman Catholic Mission on the south shore of Lac Ste. Anne was considered the extreme western edge of civilization. Beyond that point, the country was sparsely inhabited, with only a handful of white trappers and an occasional wandering band of Indians and half-breeds to be seen.

The two boys had just reached the Edmonton city limits, when they were besought by well meaning advisers to turn back before they met with certain calamity on the treacherous trail. Smiling, the lads replied:

"There are many lives dependent on this journey. If we turn back, we will be called cowards, and, worse still, murderers. Besides," they added with a broader smile, "If we don't get through to the surveyors, we will not be paid. We've signed a contract, and that contract says that we must deliver the goods." They drove on.

The narrow trail was obliterated with a fresh blanket of sugary snow. It was impossible to see more than a few hundred yards ahead of the horses, because of a cold mist which hung close to the ground. The deep snow, although covered with a hard crust, was as soft as cotton batting underneath.

This made the travelling most difficult for the horses. The hot breath from their nostrils froze on contact with the cold air, and the boys were compelled to halt their teams every few minutes to break the icicles from the horses' mouths.

The first night, they camped at the Laroque farm. The tired animals were given a brisk rub-down and put in the snug barn. The boys purchased oats and hay; and, after a substantial hot supper, they retired for a well earned rest.

Early next morning, they were up and ready for the second lap of their journey. As they bade adieu to their host, they noticed that the thermometer outside the house registered 28 degrees below zero. Ben broke the trail with two teams and an empty sleigh, and Ray followed with the third team and the loaded sleigh. They had not travelled far when they met a trapper, who told them that the snow was much deeper further west, and that the trail was much too narrow to allow the passage of a sleigh. In fact, he said, it was barely the width of a bridle path. He advised them to abandon the sleighs, and, if they had to proceed, to do so with pack-horses. To this advice the boys turned a deaf ear.

While they were eating their mid-day meal, it started to snow. Just a few light flurries at first. Then, of a sudden, a strong north wind came sweeping down, and a regular blizzard enveloped the entire countryside. Praying that the storm would be of short duration, the persistent teamsters resumed their tedious trip and drove on to the west.

Time and time again, one of the boys had to jump from the sleigh to cut down an obstructing tree. The cold air was rent with the unearthly howl of the timber wolves. It was only the uncanny sense of the leading team that led them to the home of Peter Rowe*, at Island Lake.

With true Western hospitality, Mr. Rowe invited the weary boys to stay with him until the storm had blown over. He had been drinking and was extremely jovial. Although Mr. Rowe was a big man, he was a dwarf compared to his wife, who was an Amazon. Mrs. Rowe had also been drinking; but, instead of being lively, she was just the opposite. After the horses had been fed and rubbed, she retired to the privacy of her room, while her good-natured husband prepared supper for the teamsters.

*The name of Rowe is fictitious.

When they had eaten supper, Mr. Rowe told them that a brutal murder had been committed in the vicinity a few days previous. The murderer had not been apprehended up to that time. It was a ghastly crime, and the recital of it unnerved the two boys. Shortly after supper, they asked to be excused and were shown to their room—a spare room beside the kitchen. The room was dimly lighted with a coal-oil lamp. Weird shadows played havoc with the boys' imagination. To counteract their fears, instead of extinguishing the lamp entirely, they turned it low. It was a wise thing for them to do.

After what seemed but a few moments, Ray was awakened by the sound of a creaking door as it was slowly opened from the outside. He was instantly awake; and nudging his brother to wakefulness, he placed his hand over his mouth to prevent an outcry. He whispered:

"I think the murderer is in this room. You jump out of your side of the bed, and I'll jump out of this side".

In the faint light of the dimmed lamp, they could see the outline of a human being. It grew bigger as it neared the bed. Then the boys could see that it was Mrs. Rowe. Her massive form seemed to fill the room as she waddled towards the foot of the bed in which the trembling boys lay in agony and suspense. Mumbling a few words in Cree, she examined the bed and its occupants, and then ambled off into the shadows at the far end of the room. Still mumbling to herself, she sat down squaw fashion on a rug. She stopped mumbling and began to sing in a sweet low voice. The two boys watched her actions as she sang. But they suddenly became very frightened when she opened her blouse and pulled from her bosom a long ominous looking knife. She got to her feet again and walked towards the bed. Swaying like a tree in a windstorm, she moved forward.

Ben jumped from the bed and rushed out of the room, screaming murder as he ran. Poor Ray was less active. His limbs were paralyzed. He tried to scream, but no sound emerged from his lips. He could only pray silently, and he prayed more earnestly than he had ever prayed before.

Mrs. Rowe came closer and closer, the terrible knife wavering in her unsteady hand. She stopped at the foot of the bed and fumbled with the bedding.

Again tried to scream, and again his efforts were of no avail.

Mrs. Rowe reached beneath the bed and slashed at some mysterious object with her knife.

At that precise moment, Mr. Rowe and Ben burst into the room. Pushing his wife to one side, Mr. Rowe asked,

"What's going on here?"

Miraculously Ray's voice had returned. With beads of sweat glistening like diamonds on his forehead, he answered.

"Thank God you came. That woman and that knife! What did she slash at just as you came into the room?"

Mr. Rowe spoke to his wife in the Cree dialect, and then he burst out laughing. He fairly rolled with laughter; and, when he tried to speak, he laughed even louder. Finally he placed his hand on Ray's shoulder and said:

"You poor boys! My wife was hungry; and, remembering that she had cached a box of pemmican underneath this bed, she came in here to enjoy a feast. She knew that you were tired; that is why she moved so cautiously. She didn't wish to disturb you".

It was only after Mrs. Rowe had taken the two boys in her motherly arms and assured them that she would rather die than harm a hair of their heads, that the two boys jumped back into bed for a few hours of restless sleep.

At noon of the following day, they bade good-bye to the Rowes and started off again. The trail was very difficult to follow, and it was necessary for them to cut numerous small trees along the route so that they could make progress. After many hours of back-breaking struggle, they arrived at the "Hole in the Ground", known today as the ravine between Entwistle and Evansburg. Here the sleighs had to be lowered down the steep banks with the aid of ropes. This was a hard enough job to do, but it was much easier than the difficult climb which lay ahead. It was all that the six horses could do to pull one sleigh up the steep bank. It was dark when the second sleigh was hoisted to the top, and the boys unhitched the faithful beasts and prepared to camp for the night. It was very cold. But after the horses had been rubbed dry and fed with oats, the boys lay down on a bed of spruce boughs and

enjoyed a good night's sleep. They were quite warm beneath their woollen blankets.

They were up before daylight; and, after a hasty breakfast, resumed their journey. Travelling was much easier from then on. By nightfall, they arrived at the survey camp on the banks of Lobstick Creek. The stranded surveyors wept with joy when they saw their rescuers. They hugged and squeezed them, and some of them kissed the two boys—they were so jubilant and thankful. It was a sad scene however, which awaited the rescuers. The men were dejected and weary, but the poor horses were standing shoulder deep in the frozen snow. They had been dead for more than two weeks.

With tears streaming down their cheeks, the Barr brothers dug them out of the snow grave and pulled the carcasses into the bush. Their timely arrival had prevented a similar fate happening to the men, who were, as they said, "all ready to lie down and die."

Had the two boys turned back when they were implored by the well-meaning citizens to do so, the survey of the Grand Trunk Pacific Railway might have been delayed for at least one more year. But those boys were of that hardy breed of men who have made Alberta the peerless province that it is today.

The zealous missionary also played an important part in the winning of the West. One of the most revered men who ever blessed this part of our Dominion was the beloved Father Louis, an Oblate priest, who arrived at St. Albert Mission, Alberta, May 12, 1898. However, it was not until July 12, 1914, that he began his missionary work out of Edson, Alberta. At that time, the Rev. Father Beaudry was in charge of the Edson district. Like Father Louis, he was an Oblate Father and a notable pioneer.

Until 1916, these two devoted men shared the mission field, Father Beaudry taking the eastern section from Lac Ste. Anne to Edson, and Father Louis taking the western half from Edson to Prince George, B.C.

Walking along the railroad track with his heavy pack strapped to his back, Father Louis visited every section and settlement along the route. Stopping at Marlboro, Entrance, Jasper and Red Pass Junction, he would hear confessions and serve communion to all Catholics who wished to show their

devotion to their faith. Sunday School classes were held on week-days usually once every two months.

Willow River and McBride, B.C. had Sunday services—McBride once a month, and Willow River, once in three months. Each return trip meant that Father Louis had added another six-hundred miles to his travels in the name of the Lord.

But this was not all that the good man accomplished. Coal had been discovered in the foothills and mountains south-west of Edson. Lovett was a leading mining town, and Mountain Park and Yellowhead were rapidly being settled. Miners of various nationalities and creeds had established their homes along the Coal Branch. Their families had followed them, and they were in desperate need of spiritual guidance. Father Louis decided to visit the straggling settlements, even though it meant many more miles of walking and additional hardships. He was welcomed with open arms by all settlers, no matter to what church they owed allegiance. He never asked if a family professed Catholicism. They needed him and his services. The children were taught the Scriptures, and many of them received their first lessons in day-school from Father Louis.

He asked nothing in return. If anybody was stricken with sickness, Father Louis was called in. If a person died, it was Father Louis who officiated at the grave. Nothing was too much for him to attempt. From Mountain Park, over the mountains to Lovett or Luscar, carrying the wine and the host in his packsack, Father Louis was at the beck and call of everyone. He never refused to answer a call for assistance. His heart was as big as his mission field, and often he gave away his own meagre rations to some unfortunate person who, he thought, needed it more than he did. It is no wonder then, that he should be loved and respected by all the oldtimers who resided in the district west, north and south of Edson.

During this fourteen years of missionary work in that region, Father Louis built a church at Mountain Park in 1923, another at Cadomin in 1925, and a third at Luscar in 1926. Besides these, he built others at Brule, Pochontas and Jasper. When the terrible 'flu epidemic spread its destructive tenacles to the Coal Branch, Father Louis rushed about like a man furnished with wings. He was the "doctor" to all the sick and

dying, and there were many. A story showing the high esteem in which he was held by his many friends is told by Father Louis himself:

"In 1893, when I was barely 20 years of age and preparing to write my B.A. exams, I got acquainted with Bishop V. Grandin, an early missionary of the Mackenzie District, and later, the first Bishop of St. Albert. He died in 1902, at the age of 73.

I resolved to go to his missions in Alberta. On May 12, 1898, I set foot on the doorstep of Bishop Grandin's residence at St. Albert, Alberta, five years after I had met him in his native country, which is, likewise, my native home. (He passed away with the reputation of a Saint—such as St. Patrick in the days of old may have had among his contemporaries.)

In August, 1930, I was called upon to give an account of what I knew regarding the holiness which the late Bishop Grandin began to enjoy in his lifetime, and here is something I did not say at the time, because the occurrence was too new, or recent.

By the last week in July and the first week in August, 1930, I secured the help and experience of two Sisters of Service to teach catechism to the children of Cadomin and Mountain Park. I acknowledged their good help as reasonably as I could, with the result, I got broke—which means, that I didn't have enough money to pay my fare to Edmonton and return to Mountain Park. I was still at Cadomin one evening or so after the departure of the Sisters, and, as usual, called at Mrs. Harry McKenna's for a sealer full of milk (a quart size).

Going, I said to myself and thought: 'Bishop Grandin, please help me out. I have to be in Edmonton on August 20-21 to give my testimony concerning you'. I did not think anything more of it at the time.

A few days later, I returned to Mountain Park; and, as I passed through Cadomin to catch the train for Mountain Park, some kids told me, 'Father Louis, you got the horse'. I smiled at them, not knowing what they meant by the 'horse'. Then it occurred to me that Ray Jones, the C.N.R. agent at Mountain Park, had started a raffle some two months previously and a saddle horse was the prize. But I failed to see how I was connected with the raffle. About an hour later (I managed to get a lift on the work train), I arrived at Mountain Park. As I climbed from the caboose, I was greeted by three or four little children who said, 'You got the horse, Father Louis, you got the horse'. One youngster said, 'I pulled the lucky ticket, Father Louis'.

I hurried over to the station agent—Ray Jones—and asked him, 'What does all this mean about me getting the horse?'

'Well,' he explained, 'In the first place, the raffle was postponed; finally, there were ninety-three tickets sold in all, and seven remained to be sold. I told the gathering of this, and asked if there was any objection to giving these to Father Louis. Nobody objected; so the seven tickets were dropped into the bag; one was drawn out, and you win the horse.'

'Well, well', I said, I am the poorer for three stables—one at Cadomin, one at Luscar and another at Mountain Park—you don't expect me to carry the horse in my hip-pocket, do you?'

'Would you take \$25.00 for the creature?' asked the agent.

'O.K.' I replied, and it was carried. I gave one dollar to the lucky kid who had drawn the ticket, unaware that anybody had bought one for me. I knew that I certainly hadn't bought one.

I had plenty to go to Edmonton with and stay there for two days and then return to Mountain Park. That \$25 moved me to the quick. It was so unusual and so thoughtful."

Yes, the missionaries of all denominations have blazed glorious paths across the vast stretches of the West and Northwest. They had many vocations to follow and numerous duties to perform. With the help and inspiration of God, they usually succeeded. A very interesting story—almost a legend now—is told about the Anglican, Bishop Bompas, a devout man of God, who did so much good in the regions of the far North.

David Villeneuve, an Indian employee of the Hudson's Bay Company, at Fort Providence, N.W.T. had the misfortune to injure his leg when he fell from a fish-drying rack at the Fort. At first, it appeared that his injuries were confined to a few scratches. Nobody suspected that the dreaded gangrene was already eating its way into the flesh and tissues of David's leg. For a few days he suffered little or no pain. But one morning, he awoke to find that his leg was swollen and burned as though someone had ignited a fire inside it. He hobbled to the Roman Catholic priest and asked him what he should do. The priest told him that the limb was poisoned, and that the only thing he could recommend was that David should see Bishop Bompas, who at the time was visiting at the Fort.

The Bishop examined the leg carefully; then he said, "David, that leg is rotting like a dead fish. If you wish to live, you must let me cut that limb off."

David consented to this operation, saying, "If I have to lose my leg to save my life, go ahead and cut it off at once."

Without more ado, Bishop Bompas, without the aid of any form of anaesthetic, and with only a meat saw as means of amputation, removed the infected leg. David Villeneuve never complained throughout the painful experience. Never once did he beseech the Bishop to stay his hand. Instead, he asked for a chew of tobacco and a drink of rum!

For many years afterwards, David managed to get around minus one leg but, otherwise, in perfect condition.

There are a few in our midst who remember the first automobile in Alberta, and the state of "consternation" it created at the time of its initial appearance. Also, there are countless thousands who were not so fortunate. There is an amusing story connected with that memorable scene, and I relate the details just as they were told to me by an eyewitness.

Mr. Joseph Morris, one of Edmonton's pioneer business men, was reading the advertisements in a Winnipeg newspaper, when his eyes rested on a picture of an automobile. As this was being offered to the general public at a very modest price (considering the period), Mr. Morris decided that he should own one.

With the newspaper clenched tightly in his fist, he rushed down to the ferry, crossed the river to South Edmonton, and proceeded to the Express Office of the Canadian Pacific Railway. Showing the "ad" to the express agent, Mr. George T. Bragg, Morris asked, "How much will it cost to bring one of these contraptions to Edmonton from Winnipeg?"

Mr. Bragg, thinking this an opportune moment for a joke, inquired, "Freight or Express?"

"Why, express of course," replied Mr. Morris.

The agent turned the pages of the express "rate" book and after a few moments of careful examination, said, "It will cost exactly \$775 delivered at South Edmonton".

Mr. Morris advised the agent to arrange for the shipment of the automobile, requesting that it be shipped by express. He specified that he would like to drive the car around the streets of Calgary before he brought it to Edmonton. Mr. Bragg said

this could be arranged if Mr. Morris would be responsible for the unloading and reloading of it. This he agreed to and signed a contract to that effect.

About a week later, the car arrived at South Edmonton, after having been driven through the streets of Calgary. It was a memorable scene. Nearly every able-bodied citizen of Edmonton and South Edmonton was on hand to give the "Gas Buggy" a royal welcome. Mr. Morris strode towards the box-car with the tread of a victorious gladiator. With much cere-



BISHOP V. GRANDIN
First Bishop of St. Albert
(Courtesy Archives of the O.M.I.)

mony, he opened the door, and the milling crowd had its first glimpse of Alberta's pioneer motor car.

It was a weird-looking monstrosity. Painted a bright red and adorned with two huge brass headlamps, it resembled a strange monster from a strange world. It was a chain drive, and halfway between the front and back wheels, projected a sturdy crank. This attracted the maximum attention.

Claire Watt, who had had a little experience with gas engines, lifted the hood to examine the engine. He saw that it

was a two-cylinder affair, and was anything but streamlined. The inquisitive crowd, wanting to get a better look at the car, lifted it out of the box-car and on to the platform.

Mr. Morris climbed into the front seat and asked one of the onlookers to give the crank a sharp turn. One husky farmer obligingly turned it, but instantly jumped back out of danger. He confessed afterwards that he expected the "darn thing to blow up". The car gave a convulsive wheeze and stopped. Mr. Watt lifted the hood and adjusted a mysterious something and said, "Try it again". The car was cranked again. With a noise like thunder, and shaking like a jelly, it moved slowly towards the river and Durdle's Ferry. With much ceremony, shouting and cheering, it was transported across the North Saskatchewan river and into Edmonton. On the north side of the river, it was cranked again, and with a rush it charged up the hill. Halfway up, it stopped again and Mr. Watt, who had been following at a safe distance, lifted the hood and adjusted the same mysterious something. The car moved forward slowly but surely to the crest of the steep hill.

Having arrived at Jasper Avenue, it saw a new field to conquer. With a noise that resembled a load of gravel being dumped on to a corrugated iron plate, and with two columns of live steam pouring out from the sides of the hood, it thundered down the main thoroughfare at the breakneck speed of ten miles per hour. Hundreds of Edmonton's bewildered citizens thronged the wooden sidewalks, and a peaceful team of horses, which were tethered in front of one of the stores, turned their heads to see what was the cause of such commotion. Seeing the "Red Monster" rushing towards them at such an unearthly speed, they pulled in unison. The tethering ring and the plank to which it was fastened came loose. With these bouncing along at their heels, the horses galloped off in the direction of Fort Saskatchewan. The owner of the team, hearing the racket, rushed outside the store where he was making a purchase. He was an Indian; and when he saw the car coming in his direction, he hurriedly followed his fleeing team. Yes, Alberta's first automobile created a premiere sensation when it made its initial appearance in 1903.

Mr. Morris was given license number 1 and throughout his life, his car was always numbered thus.

Pat Burns established Alberta's first packing plant at Calgary in 1891-92. A short time afterwards, the Vegal Packing Plant was established at South Edmonton.

By the end of 1942, there were no less than 13,625,800 acres under crop in Alberta. Of these, 12,068,300 acres were in grain; 60,500 in roots; and 1,497,000 in fodder. The total value of this acreage was estimated at \$239,121,000. To this we should add 5,590,000 acres of summer-fallow and 209,000 acres of new breaking.

During the fiscal year of 1942-43, Alberta produced more than 36,986,000 lbs. of creamery butter and 12,000,000 lbs. of dairy butter.

Alberta has made wonderful progress since the day when Father de Smet counted ninety souls at Fort Edmonton, a century ago, and there is no telling to what proportions it will have grown one hundred years from now.

APPENDIX

THE ALBERTA ACT

The Act creating the Province of Alberta is known as "The Alberta Act," and is as follows:

An Act to establish and provide for the Government of the "Province of Alberta"
(Assented to July 20, 1905).

1. This Act may be cited as *The Alberta Act*.

2. The territory comprised within the following boundaries, that is to say,—commencing at the intersection of the international boundary dividing Canada from the United States of America by the fourth meridian in the system of Dominion land surveys; thence westerly along the said international boundary to the eastern boundary of the Province of British Columbia to the north-east corner of the said province, thence easterly along the parallel of the sixtieth degree of north latitude to the fourth meridian in the system of Dominion land surveys as the same may be hereafter defined in accordance with the said system; thence southerly along the said fourth meridian to the point of commencement,—is hereby established as a province of the Dominion of Canada, to be called and known as the Province of Alberta.

3. The provision of the British North America Acts, 1867 to 1886, shall apply to the province of Alberta in the same way and to the like extent as they apply to the provinces heretofore comprised in the Dominion, as if the said province of Alberta had been one of the provinces originally united, except in so far as varied by this Act and except such provisions as are in terms made or by reasonable intendment may be held to be, especially applicable to or only to affect one or more and not the whole of the said provinces.

4. The said province shall be represented in the Senate of Canada by four members: Provided that such representation may, after completion of the next decennial census, be from time to time increased to six by the Parliament of Canada.

5. The said province and the province of Saskatchewan shall, until the termination of the Parliament of Canada existing at the time of the first readjustment hereinafter provided for, continue to be represented in the House of

Commons as provided by chapter 60 of the Statutes of 1903, each of the electoral districts defined in that part of the schedule to the said Act which relates to the North-West Territories, whether such district is wholly in one of the said provinces, or partly in one and partly in the other of them, being represented by one member.

6. Upon the completion of the next quinquennial census for the said province, the representation thereof shall forthwith be readjusted by the Parliament of Canada in such manner that there shall be assigned to the said province such a number of members as will bear the same proportion to the number of its population ascertained at such quinquennial census as the number sixty-five bears to the number of the population of Quebec as ascertained at the then last decennial census; and in the computation of the number of members for the said province a fractional part not exceeding one-half of the whole number requisite for entitling the province to a member shall be disregarded, and a fractional part exceeding one-half of that number shall be deemed equivalent to the whole number, and such readjustment shall take effect upon the termination of the Parliament then existing.

(2) The representation of the said province shall thereafter be readjusted from time to time according to the provisions of section 51 of *The British North America Act, 1867*.

7. Until the Parliament of Canada otherwise provides, the qualifications of voters for the election of members of the House of Commons and the proceedings at and in connection with elections of such members shall, *mutatis mutandis*, be those prescribed by law at the time this Act comes into force with respect to such elections in the North-West Territories.

8. The Executive Council of the said province shall be composed of such persons, under such designations, as the Lieutenant-Governor from time to time thinks fit.

9. Unless and until the Lieutenant-Governor in Council of the said province otherwise directs, by proclamation under the Great Seal, the seat of government of the said province shall be at Edmonton.

10. All powers, authorities and functions which under any law were before the coming into force of this Act vested in or exercisable by the Lieutenant-Governor of the North-

West Territories, with the advice, or with the advice and consent, of the Executive Council thereof, or in conjunction with that Council or with any member or members thereof, or by the said Lieutenant-Governor individually, shall, so far as they are capable of being exercised after the coming into force of this Act in relation to the government of the said province, be vested in and shall or may be exercised by the Lieutenant-Governor of the said province, with the advice or with the advice and consent of, or in conjunction with, the Executive Council of the said province or any member or members thereof, or by the Lieutenant-Governor individually, as the case requires, subject nevertheless to be abolished or altered by the legislature of the said province.

11. The Lieutenant-Governor in Council shall as soon as may be after this Act comes into force, adopt and provide a Great Seal of the said province, and may, from time to time, change such seal.

12. There shall be a Legislature for the said province consisting of the Lieutenant-Governor and one House, to be styled the Legislative Assembly of Alberta.

13. Until the said Legislature otherwise provides, the Legislative Assembly shall be composed of twenty-five members, to be elected to represent the electoral divisions defined in the Schedule of this Act.

14. Until the said Legislature otherwise determines, all the provisions of the law with regard to the constitution of the Legislative Assembly of the North-West Territories and the election of the members thereof shall apply, *mutatis mutandis*, to the Legislative Assembly of the said province and the elections of members thereof respectively.

15. The writs for the election of the members of the first Legislative Assembly of the said province shall be issued by the Lieutenant-Governor and made returnable within six months after this Act comes into force.

16. All laws and all orders and regulations made thereunder, so far as they are not inconsistent with anything contained in this Act, or as to which this Act contains no provision intended as a substitute therefor, and all courts of civil and criminal jurisdiction, and all commissions, powers, authorities and functions, and all officers and functionaries, judicial, administrative and ministerial, existing immediately

before the coming into force of this Act in the territory hereby established as the province of Alberta, shall continue in the said province as if this Act and *The Saskatchewan Act* had not been passed; subject, nevertheless, except with respect to such as are enacted by or existing under Acts of the Parliament of Great Britain, or of the Parliament of the United Kingdom of Great Britain and Ireland, to be repealed, abolished or altered by the Parliament of Canada, or by the legislature of the said province, according to the authority of the Parliament or of the said legislature; provided that all powers, authorities and functions which under any law, order or regulation were, before the coming into force of this Act, vested in or exercisable by any public officer or functionary of the North-West Territories shall be vested in and exercisable in and for the said province by like public officers and functionaries of the said province when appointed by competent authority.

2. The legislature of the province may, for all purposes affecting or extending to the said province, abolish the Supreme Court of the North-West Territories, and the offices both judicial and ministerial thereof; and the jurisdiction, powers and authority belonging or incident to the said court; Provided that, if, upon such abolition, the Legislature constitutes a superior court of criminal jurisdiction, the procedure in criminal matters then obtaining in respect of the Supreme Court of the North-West Territories shall, until otherwise provided by competent authority, continue to apply to such superior court, and that the Governor in Council may at any time and from time to time declare all or any part of such procedure to be inapplicable to such superior court.

3. All societies or associations incorporated by or under the authority of the legislature of the North-West Territories existing at the time of the coming into force of this Act which include within their objects the regulation of the practice of, or the right to practise, any profession or trade in the North-West Territories such as the legal or the medical profession, dentistry, pharmaceutical chemistry and the like, shall continue, subject, however, to be dissolved and abolished by order of the Governor in Council, and each of such societies shall have power to arrange for and effect

the payment of its debts and liabilities, and the division, disposition or transfer of its property.

4. Every joint stock company lawfully incorporated by or under the authority of any ordinance of the North-West Territories shall be subject to the legislative authority of the Province of Alberta if—

(a) The head office or the registered office of such company is at the time of the coming into force of this Act situate in the Province of Alberta; and

(b) The powers and objects of such company are such as might be conferred by the legislature of the said province and not expressly authorized to be executed in any part of the North-West Territories beyond the limits of the said province.

17. Section 93 of *The British North America Act*, 1867, shall apply to the said province, with the substitution for paragraph (1) of the said section 93, of the following paragraph:

'1. Nothing in any such law shall prejudicially affect any right or privilege with respect to separate schools which any class or person have at the date of the passing of this Act, under the terms of chapters 29 and 30 of the Ordinances of the North-West Territories, passed in the year 1901, or with respect to religious instruction in any public or separate school as provided for in the said ordinance.'

2. In the appropriation by the Legislature or distribution by the Government of the province of any moneys for the support of schools organized and carried on in accordance with the said chapter 29, or any Act passed in amendment thereof or in substitution therefor, there shall be no discrimination against schools of any class described in the said chapter 29.

3. Where the expression "by-law" is employed in paragraph (3) of the said section 93, it shall be held to mean the law as set out in the chapters 29 and 30; and where the expression 'at the Union', is employed, in the said paragraph (3) it shall be held to mean the date at which this Act comes into force.

18. The following amounts shall be allowed as an annual subsidy to the Province of Alberta, and shall be paid by the Government of Canada, by half-yearly instalments in advance, to the said province, that is to say—

(a) For the support of the Government and Legislature, fifty thousand dollars;

(b) On an estimated population of two hundred and fifty thousand, at eighty cents per head, two hundred thousand dollars, subject to be increased as hereinafter mentioned, that is to say:—A census of the said province shall be taken in every fifth year reckoning from the general census of one thousand nine hundred and one, and an approximate estimate of the population shall be made at equal intervals of time between each quinquennial and decennial census; and wherever the population, by any such census or estimate, exceeds two hundred and fifty thousand, which shall be the minimum on which the said allowance shall be calculated, the amount of the said allowance shall be increased accordingly, and so on until the population has reached eight hundred thousand souls.

19. Inasmuch as the said province is not in debt, it shall be entitled to be paid and to receive from the government of Canada, by half-yearly payments in advance, an annual sum of four hundred and five thousand three hundred and seventy-five dollars, being the equivalent of interest at the rate of five per cent per annum on the sum of eight million one hundred and seven thousand five hundred dollars.

20. Inasmuch as the said province will not have the public land as a source of revenue, there shall be paid by Canada to the province by half-yearly payments, in advance, an annual sum based upon the population of the province as from time of time ascertained by the quinquennial census thereof, as follows:

The population of the said province being assumed to be at present two hundred and fifty thousand, the sum payable until such population reaches four hundred thousand, shall be three hundred and seventy-five thousand dollars.

Thereafter, until such population reaches eight hundred thousand the sum payable shall be five hundred and sixty-two thousand five hundred dollars;

Thereafter, until such population reaches one million two hundred thousand, the sum payable shall be seven hundred and fifty thousand dollars;

And thereafter the sum payable shall be one million one hundred and twenty-five thousand dollars.

2. As an additional allowance in lieu of public lands, there shall be paid by Canada to the province annually by half-yearly payments, in advance, for five years from the time this Act comes into force, to provide for the construction of necessary public building, the sum of ninety-three thousand seven hundred and fifty dollars.

21. All Crown lands, mines and minerals and royalties incident thereto, and the interest of the Crown in the waters within the province under *The North-West Irrigation Act*, 1898, shall continue to be vested in the Crown and administered by the Government of Canada for the purposes of Canada, subject to the provisions of any Act of the Parliament of Canada with respect to road allowances and roads or trails in force immediately before the coming into force of this Act, which shall apply to the said province with the substitution therein of the said province for the North-West Territories.

22. All properties and assets of the North-West Territories shall be divided equally between the said province and the province of Saskatchewan, and the two provinces shall be jointly and equally responsible for all debts and liabilities of the North-West Territories; Provided that, if any difference arises as to the division and adjustment of such properties, assets, debts and liabilities, such difference shall be referred to the arbitrament of three arbitrators, one of whom shall be chosen by the Lieutenant-Governor in Council of each province and the third by the Governor in Council. The selection of such arbitrators shall not be made until the legislatures of the provinces have met, and the arbitrator chosen by Canada shall not be resident of either province.

23. Nothing in this Act shall in any way prejudice or affect the rights or properties of the Hudson's Bay Company as contained in the conditions under which that company surrendered Rupert's Land to the Crown.

24. The powers hereby granted to the said province shall be exercised subject to the provisions of section 16 of the contract set forth in the schedule to chapter 1 of the Statutes of 1881, being an Act respecting the Canadian Pacific Railway Company.

25. This Act shall come into force on the first day of September, one thousand nine hundred and five.

THE END



